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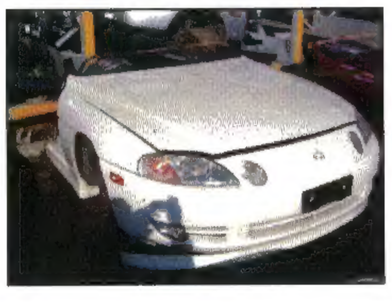

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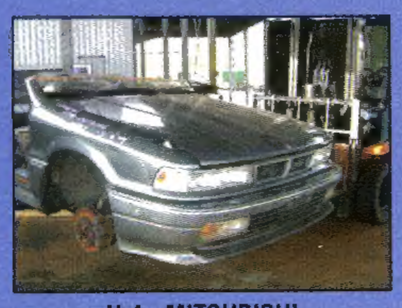
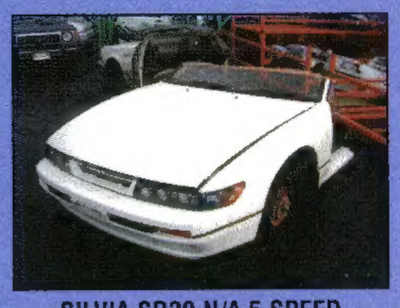

Vr4 MITSUBISHI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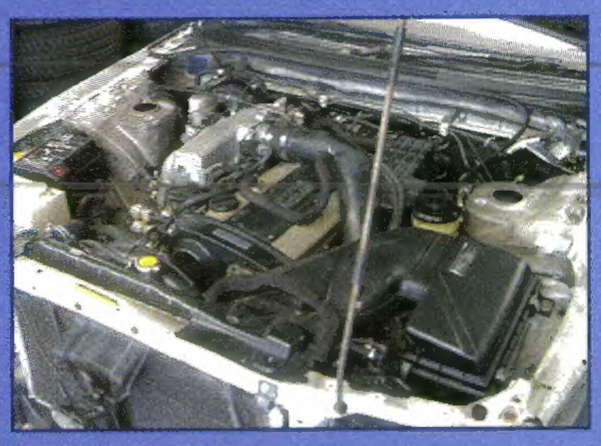

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Drift battle

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NORTH AMERICAN DISTRIBUTOR:
STONEHOUSE PUBLICATIONS
Toll Free: 1800 461 1640 Fax: 905 428 7554
Email: squiresk@allstream.net

SINGAPORE DISTRIBUTOR: CAR KIT PTE LTD
Phone: 65 6282 1960 Fax: 65 6382 3021
Email: carkit@mbox5.singnet.com.sg

PUBLISHED BY:
EXPRESS PUBLICATIONS PTY LTD
ACN 057 807 904
Under Licence from EP Investments Pty Ltd
ACN 003 109 055
2 Stanley St. Silverwater NSW 2128
Phone (02) 9741 3800 Fax (02) 9748 1956

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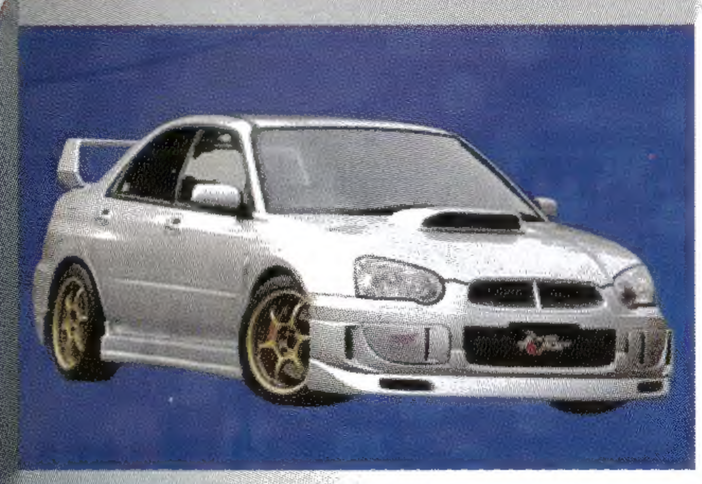

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H4s107/15

DB angle

Welcome, drifters, to Drift Battle: your new source of drift action and a handy mat for sitting on at drift events

Drift has arrived. For the past four years or so, I have been involved in promoting local drift through magazines like High Performance Imports, Hot4s and Zoom. We sponsored the first ever drift competition event, held by JMS at Mallala, and have covered every event and decent drift car we could find ever since.

Finally drift has reached a stage in Australia where it deserves a dedicated magazine. The turning point was the first Drift Nationals event on March 20 this year, sponsored by High Performance Imports. With over 5500 spectators turning up for that event, along with a group of Japanese D1 drivers, it was clear that drift was no longer just a sideshow or Australian fans.

Drift Battle will bring you drift action from all over Australia, along with events in Japan, the United States, New Zealand and wherever else we can find cars going sideways. We'll seek out the coolest and most innovative feature cars, with strictly hands-on technical features and plenty of testing to help you choose the best bits for your drift machine. If there's something you think is missing from DB, feel free to email me directly and let me know.

DB is here to support drift, so if your drift club is holding an event and wants some free publicity, email us the details! That goes for feature cars too. If you have something unusual or very angry-looking, we'd like to take a look. So long as you can drift it, we'll be keen to photograph it. Unlike most car magazines, we don't care if you have a bit of battle damage, after all, we are called Drift Battle.

As for project cars, DB will inherit the HPI Silvia (pictured). Thanks to some unintentional remodelling by a certain D1 driver, this is now in need of some body repairs. As such, it won't look like it does now for much longer. We'll be fitting wider guards front and rear, with a more drift-style front spoiler and skirts to match. In keeping with the spirit of drifting, we will also show you how to do this by yourself, on the cheap.

We'll also go over suspension set-up step-by-step on this car, so S13 drifters should certainly take note. That won't be our only project, however, as we are currently on the look out for another car. We aim to have as much fun as we can producing this magazine, because to us that is the whole point of drifting. If you aren't having fun, you might as well quit. DB

BEN ELLIS
ben@hpi.com.au

RIGHT: The former HPI Silvia will be our first project car, with some serious work starting next issue

LOOK WHAT'S NEW!

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HIGH PERFORMANCE IMPORTS DRIFT NATIONALS ROUND 2

drift NATIONALS

The next round of the HPI Drift Nats will take place at Oran Park (near Camden, west of Sydney) on Saturday September 4. The second event should be every bit as spectacular as the first, with Japanese D1 drivers invited once again. Check out www.fulllock.com for more details.

DRIFTLAND GOING MONTHLY

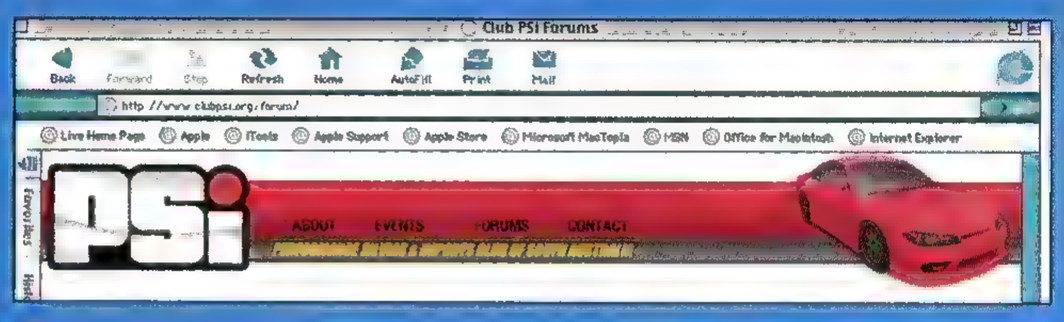
The Driftland track at Oran Park (formerly known as the North circuit and Kart track) is now hosting drift events and driver-training days on a monthly basis. Check out www.driftland.com.au for more information on coming events.

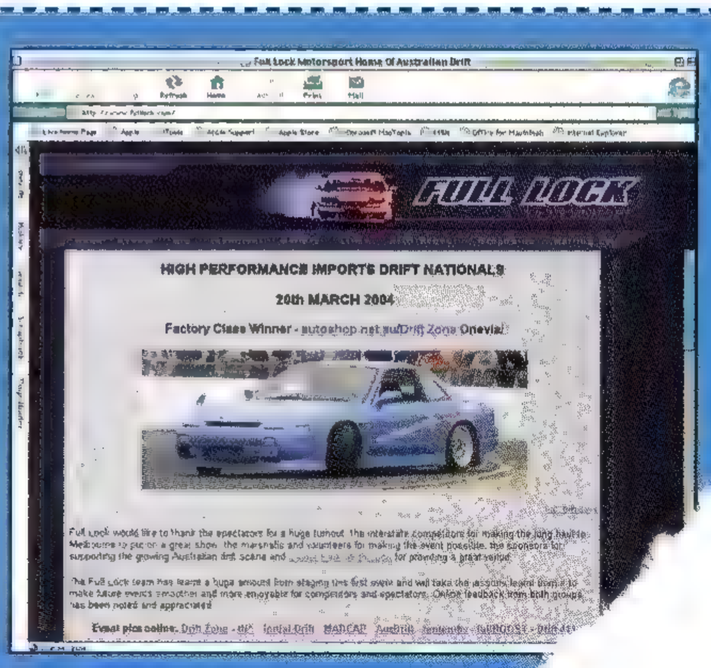
DRIFT CLUBS

If you are looking for a club to join, an event to enter or just a way to meet other drifters you might like to check out these sites. We'll also have www.driftbattle.com online soon, so keep an eye out for it.

www.fulllock.com
www.driftzone.com
www.initialdrift.com.au
www.clubpsi.org
www.japanesemotorsport.com.au/events.htm

If you are a member of a club not listed here, email us and we will publish your website or contact details.




FULL LOCK
HIGH PERFORMANCE IMPORTS DRIFT NATIONALS
20th MARCH 2004
Factory Class Winner - autoshop.net.au/Drift Zone Onevia

Luffy gave this Soarer a go, then drifted a Magna to prove a point... anything can drift

LEARN TO DRIFT

In response to growing demand, Ian Luff has added a new 'drift' course to his existing range of driver training courses. The new course will concentrate on the aspects of car control that you need most for drift. In effect it is a variation on the previous 'advanced car control course', but firm details on the course program were still being decided at the time of writing. This is a perfect way to learn the basics in a safe, legal environment.

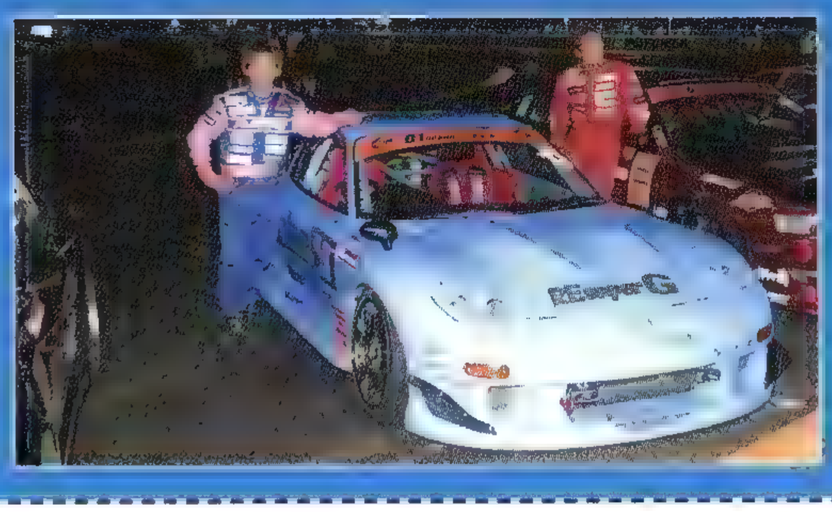
All of Luffy's courses take place at Oran Park, west of Sydney. Check out www.ianluff.com.au for more information on the new course or call (02) 9829 5399.

DB news

Photos by Dino Dalle Carbonare

SUENAGA GOING TO RE?

It looks like Suenaga Masao might have found a new ride for the 2005 D1 series. He had his old S13 at the USA round, but at the Odaiba exhibition round he was driving this blue FD3S prepared by RE Amemiya. Certainly a big step up in presentation and no doubt it makes more power than the 350ps S13 too. We'll check out what he's driving next round. Asamoto didn't make it to the exhibition as his car had an engine fire in America and it wasn't repaired in time, so the RE car was the only RX7 at the event.



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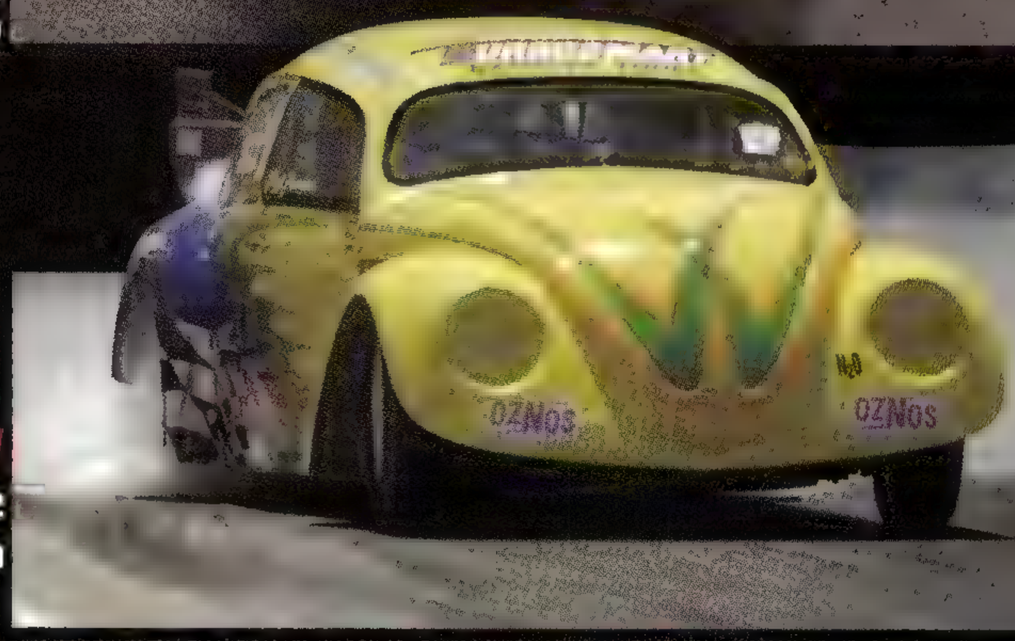
Online Performance
Honda CRX
9.68 @ 150 mph



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DB parts

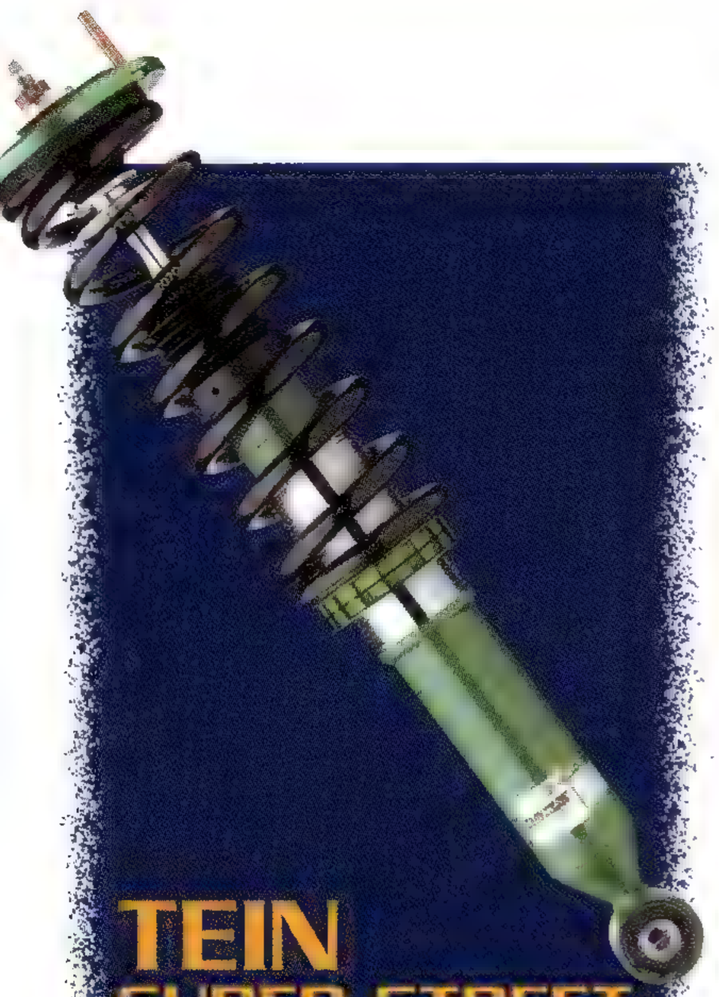
CARBON CLUTCHES

This year Japanese companies Exedy, ATS and OS Giken have released single- and multi-plate carbon clutches to suit a variety of Japanese performance cars.

The advantage of carbon clutches is they actually perform better when they get hot. This makes them ideal for drift, as clutches get so much abuse, but they are generally about 50 percent more expensive than an equivalent metal-plate clutch.

Exedy offers the 'Hyper Carbon' series, which you'll find on the Exedy site, www.exedy.com.au. ATS calls its carbon single series 'Pro Spec' and offers both twin- and triple-plate carbon clutches using large 230mm friction plates. The Australian agent is Just Jap, at www.justjap.com. The OS Giken range is called 'Racing Carbon', with 225mm super single types and twin-plates, which are available through www.otomoto.com.au.

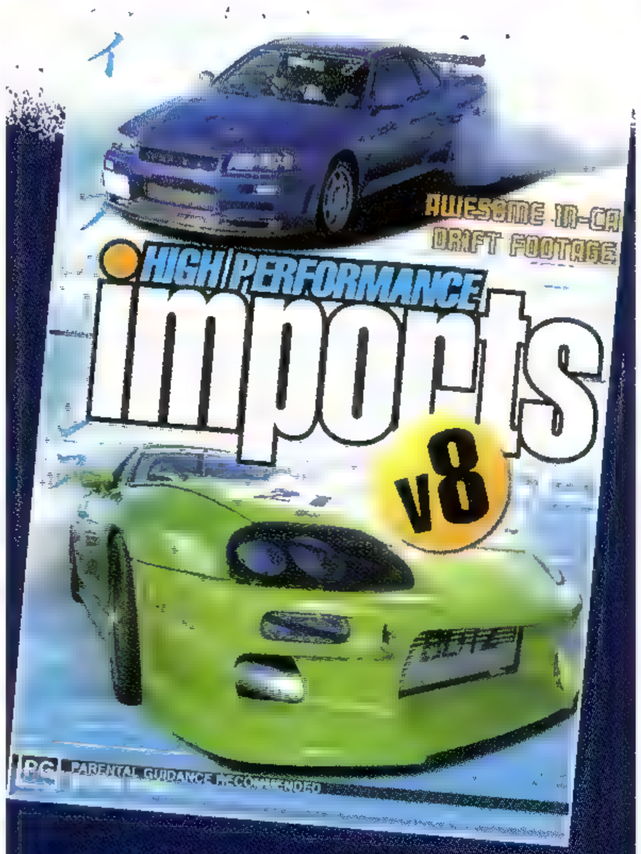
TOMEI PONCAM



TEIN SUPER STREET

Tein has just released a new 'global standard' coil-over range called Super Street. This new series is considerably cheaper than most Tein products, but still offers 16-step rebound adjustment and adjustable height.

The springs are linear rate (not progressive) and slightly softer than the HA, NA or FLEX series, so they may be a bit more suitable for dual-purpose cars that are daily-driven. For more info contact your Tein dealer.



HPI DVD ONLINE STORE

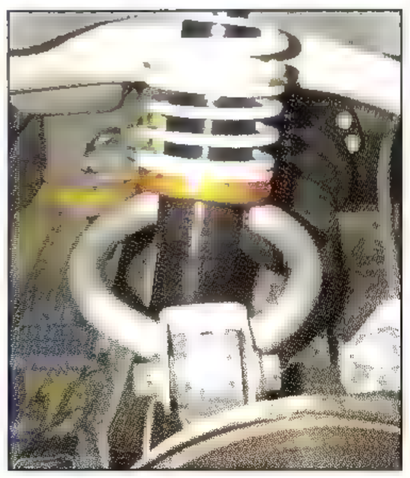
All HPI DVDs are now available online at www.otomoto.com.au, along with the new Hard Tuned Imports 3 DVD and other titles. Otomoto offers free postage within Australia, even for single DVD purchases.

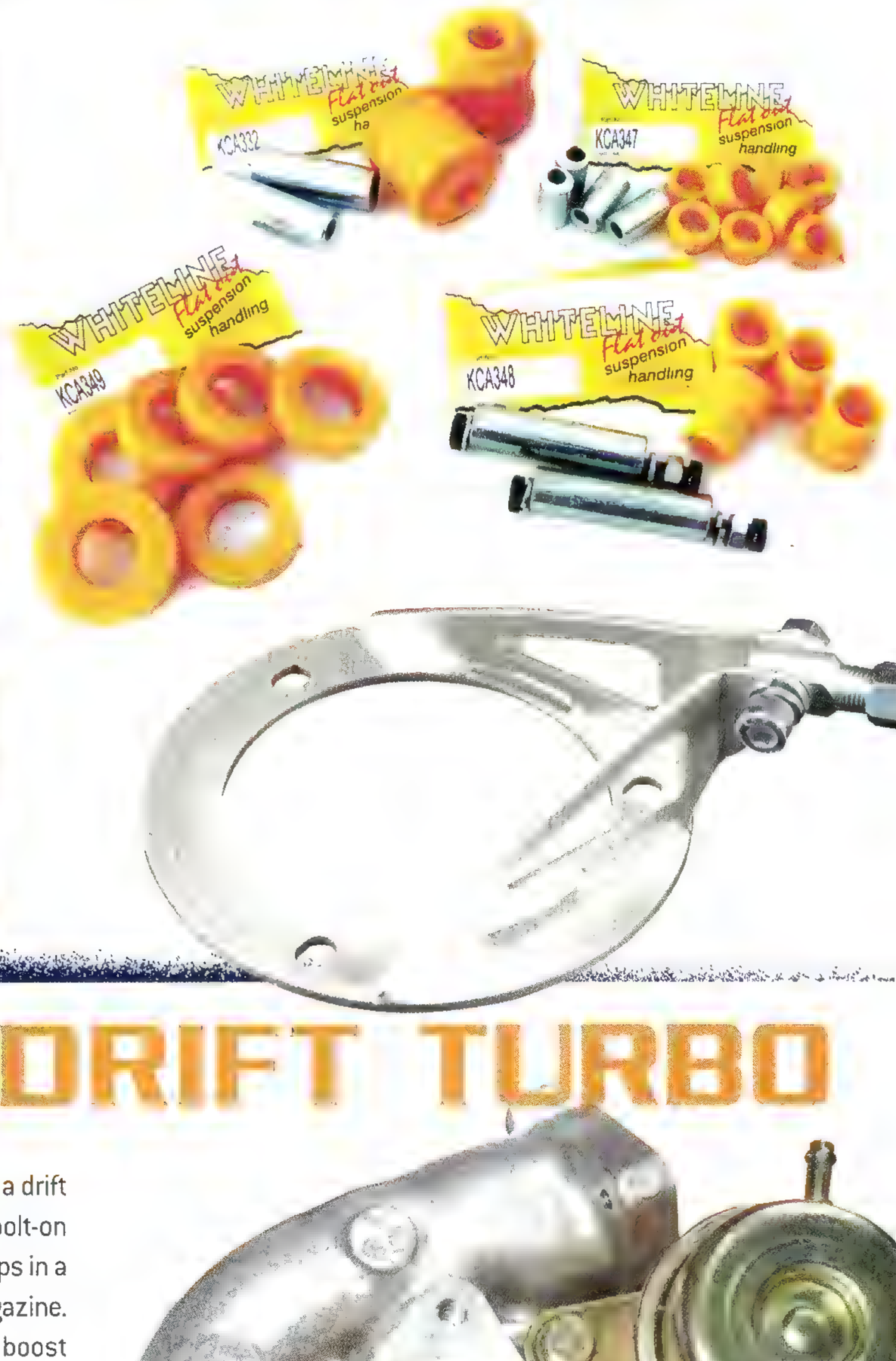
WHITELINE S13/S14/S15 DRIFT PACKS

Suspension specialist, Whiteline, has recently developed drift suspension packages to suit the two most popular drift cars in Australia. Designed to suit drifters of all skill levels, you get the ride height, spring and damper rates you need, along with some important alignment products (bushes etc).

Another good feature is the new Whiteline colour scheme of silver components with bright-yellow bushes, which looks much more impressive than the previous pale blue.

Check out www.whiteline.com.au for more info on these and upcoming suspension packs.





AVO DRIFT TURBO

Although it isn't marketed as a drift turbo, the AVO BB320hp bolt-on turbo recently came up trumps in a four-way test by Zoom magazine. Tested on a CA18, the boost response was just as good as a standard S13 SR20-type turbo, with much better midrange and top-end power.

This makes it the perfect option for a CA-engined drift car, while on an SR20 the midrange response should be even better. At $2035, it is competitively priced too. Contact AVO on (03) 9584 4499.

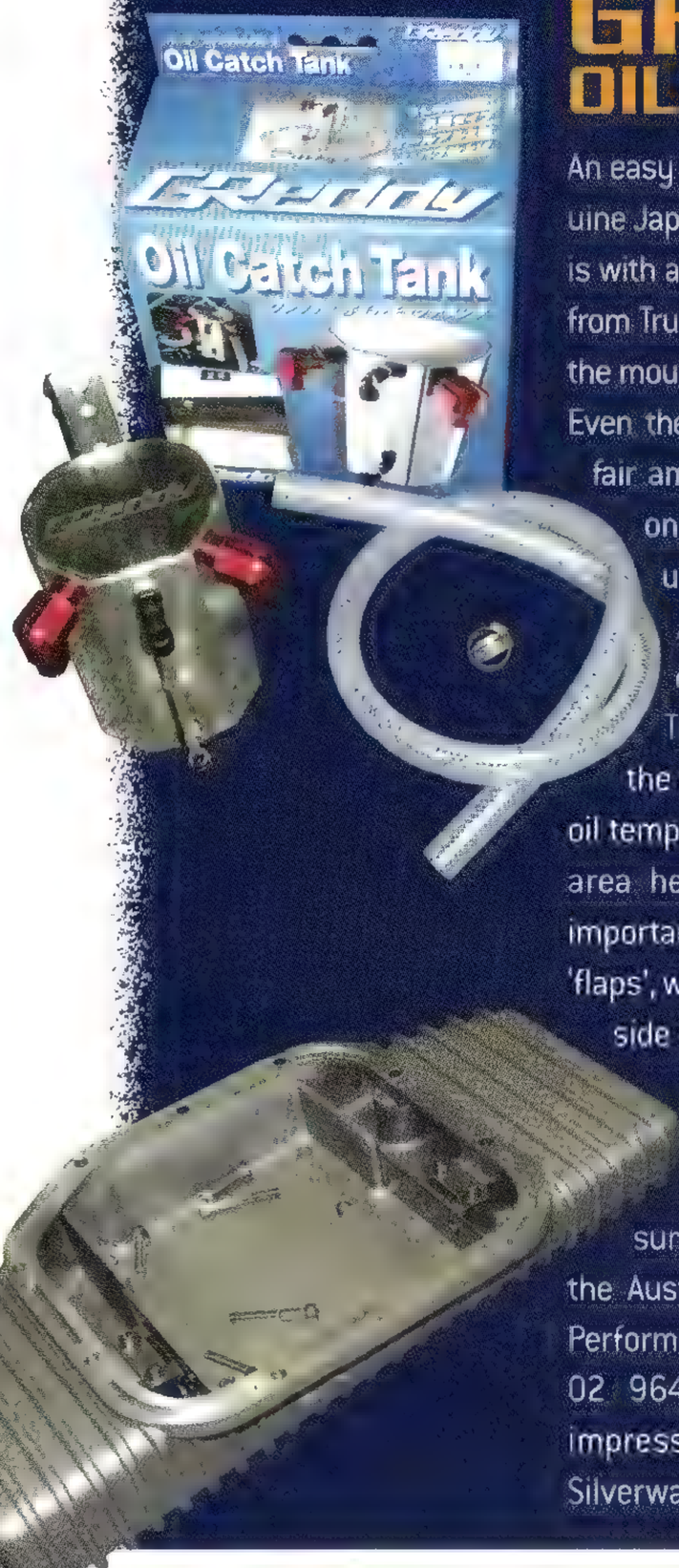
DB parts

WHAT'S THE DIFF?

Kaaz offer an extensive range of performance diffs for a large range of Japanese, European and local (Australian) vehicles. That's certainly good news for the ever increasing contingent of Holden and Ford drifters. The quiet and smooth operation also makes the Kaaz LSD at home on a car that is still used as a daily driver. For more information contact Speed Technology on (03) 98735400 or email them on speedtechnology@onaustralia.com.au

SPARCO BARGAIN BUCKET

GREDDY OIL CONTROL



An easy and cheap way to get some genuine Japanese parts into your engine bay is with an oil catch can. The latest design from Trust includes hose, clamps, and all the mounting hardware you should need. Even the freshest engine will breathe a fair amount of oil while drifting, so at only $198 it is a worthwhile upgrade for any drift car.

Also pictured is the Trust oil pan extension for the Nissan SR20. The wide, ribbed pan increases the oil capacity, which helps control oil temperature and the greater surface area helps cool the oil too. A more important advantage is the oil control 'flaps', which stop the oil sloshing to one side while cornering, so the oil pick up should never be sucking air. This is an important issue in a high-revving drift car. The sump extension kit is $620 from the Australian Trust Distributor, Advan Performance Centre. Contact them on 02 9647 1326 or check out their impressive showroom at 137 Silverwater Rd, Silverwater NSW.

SR BOLT-ON BREATHING

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01

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D1GP USA

Japanese drivers prevail in the 2004 USA D1GP

The American D1 round at Irwindale Speedway, Los Angeles, actually marked the first opportunity to win points in the 2004 championship. A pre-season battle was held in Tokyo Bay, but results there simply determined which drivers would compete in America.

An amazing 29 cars were shipped from Japan for the event, with 11 American drivers entering the competition. Most of the American drivers chose 180SX-shape or S14-shape Nissan 240SXs, with SR20 engine conversions to bring them up to Japanese-spec. The only exceptions were Calvin Wan in a 350Z, Sam Hubinet in a Supra, Alex Fafer in an AE86 and Rhys Millen in the Pontiac GTO (Holden Monaro). The sight of a Monaro in full D1-spec might give Aussie drifters ideas.

Only two American drivers made the top 16: Rhys Millen and Sam Hubinet. Unfortunately, both were knocked out in the first round, but after tallying points, Sam was chosen as an equal 10th place, giving him two points in the championship. Apparently, the judges were most impressed with his speed and commitment into the corners.

Surprisingly, Imamura was also knocked out in the first round, along with Fukuda, Kamimoto, Yoshioka, Maeda and Suenaga. In the second round, Nomuken beat Tanaka, Taniguchi beat Terasaki, Kumakubo beat Miki and Kazama beat Bai.

In the semi-final Taniguchi managed to topple Nomuken, while Kazama pushed Kumakubo out of the final. Come the final, it was Taniguchi's HKS S15 against Kazama's Kei Office S15, with Kazama taking the trophy. This puts Kazama in the lead for the championship, with 20 points, followed by Taniguchi with 18 points and Nomuken with 16.

We'll bring you the second round from Sugo circuit, Sendai, in the next issue of Drift Battle.

1) Kazama beat Taniguchi for the number-one place
2) Gushi was one of the American entries, who didn't quite make the top 16
3) Rhys Millen made the top 16, but was knocked out in the first round
4) Tandem doughnuts are becoming a signature display for major drift events
5) The course was specially made for the event, using the main bowl for the entry and then a tightening turn on the infield, with a right kink at the end
6) This American entrant will need a new car for next year's event
7) Nomura and Kumakubo placed highly too

08

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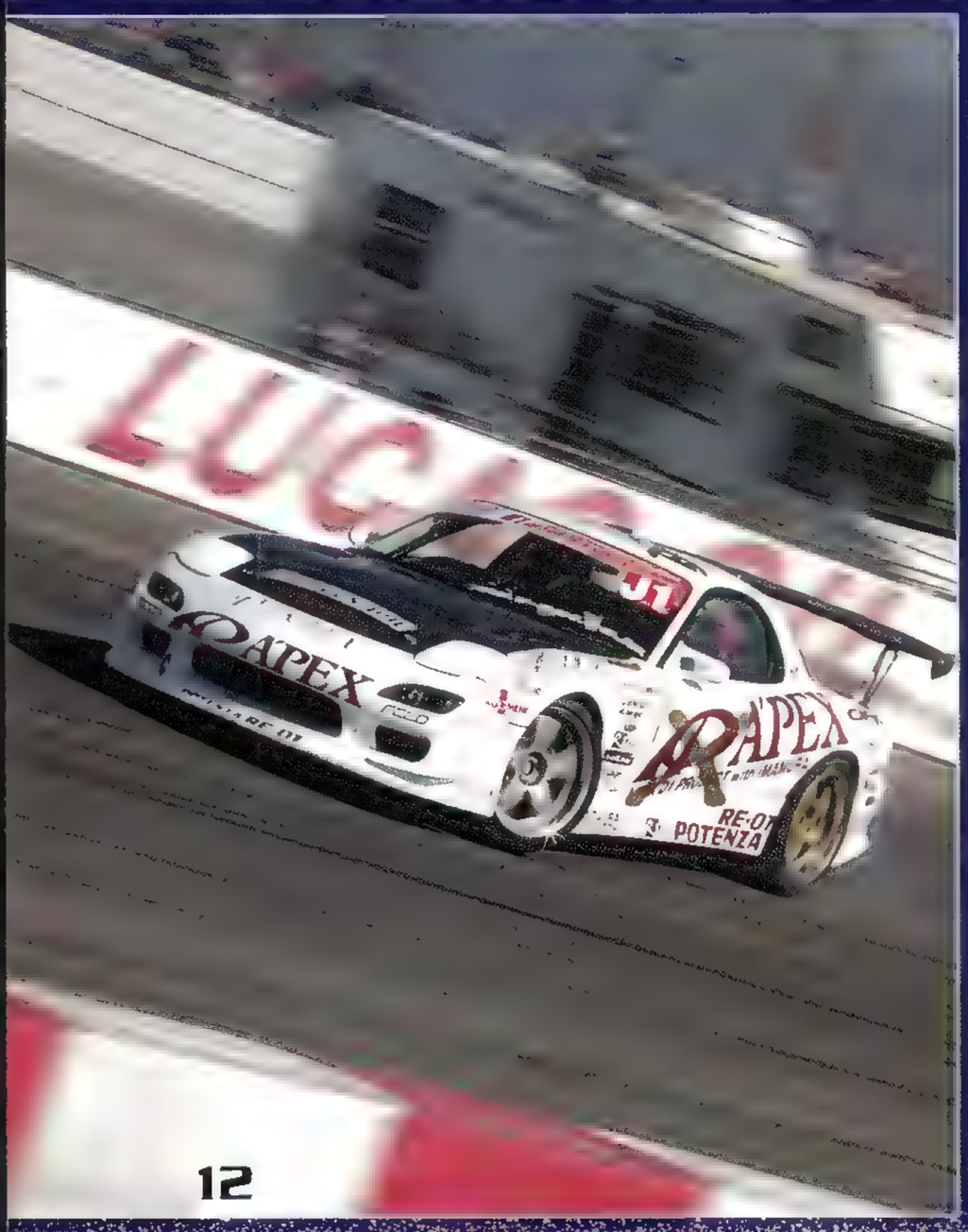

12

13

8) Ken Maeda never fails to please the crowd, getting the AE86 seriously sideways
9) A packed grandstand shows just how quickly drift is catching on in the States
10) What's a D1 event without promo girls?
11) Kazama celebrates in style after his win
12) Imamura seems to be losing his edge, not picking up as many points in recent rounds
13) Gushi may be one to watch next season

14

14) Another local entrant called Calvin entered this 350Z
15) The Option video crew had to compete with a lot of other media interest
16) Falken seems to be taking a big interest in drift
17) Some skirts were never meant to hide anything
18) Haruna was one of few actual Japanese promo girls at the event
19) Nomuken seems to have fallen into a pattern of making plenty of smoke, but never winning a round

15

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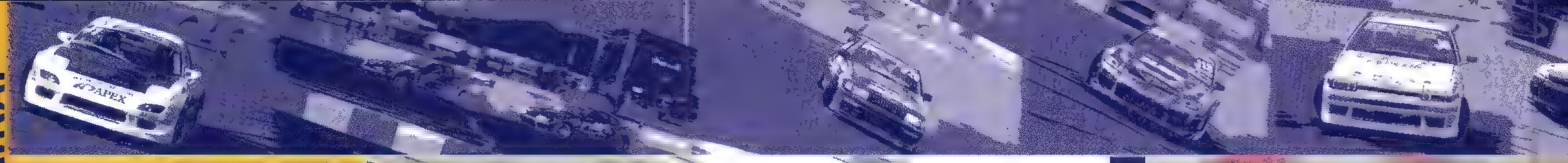
19



RESULTS

1 Kazama Yasuyuki
2 Taniguchi Nobuteru
3 Nomura Ken
4 Kumakubo Nobushige
5 Miki Ryuji
6 Tanaka Kazuhiro
7 Bai Kacnya
8 Terasaki Gen
9 Kamimoto Hisashi
10 Fukuda Hiroshi
10 Sam Hubinet (tie)

20

21

22

23

24

20) Ueo is particularly well known in the US
21) Seems like plenty of drivers are getting the better of NOB
22) Takada's car is definitely the oldest D1 machine out there
23) Asamoto was struggling a bit
24) 'Chunky' Bai flew to Australia just one week after this event to drive in our Drift Nationals

DRIFTLAND

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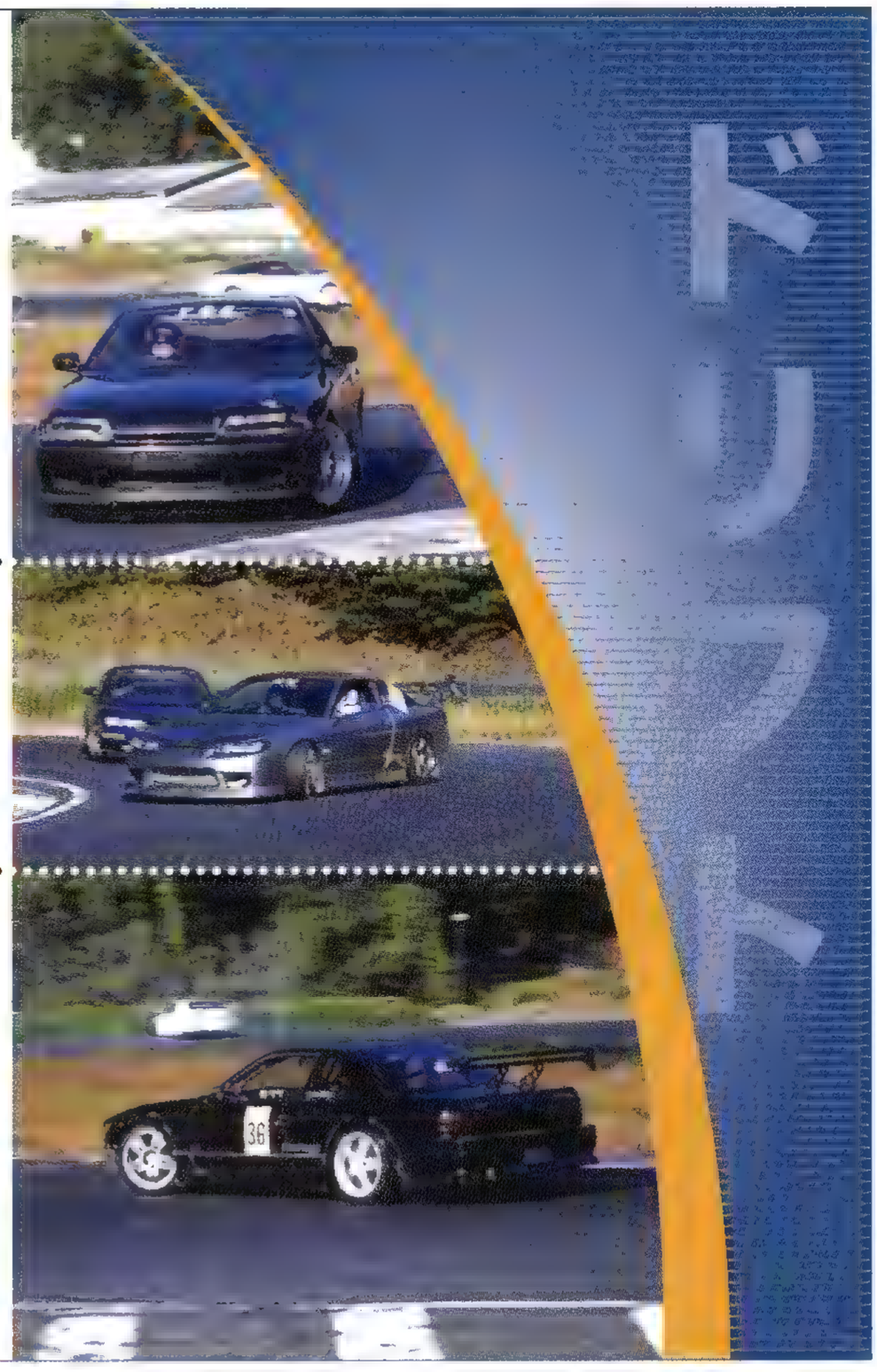

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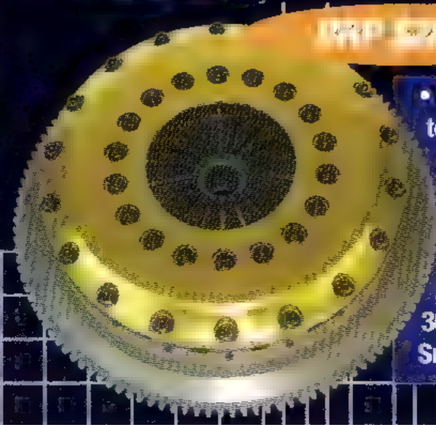

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- Alloy cover plate
- Includes lightweight flywheel
- Available for R31-R34 Skylines, Z32 300ZX, JZA70-JZA80 Supra, Series IV-VIII RX7

TS2CD Twin-plate clutch

- Suits applications up to 600hp
- Includes lightweight flywheel
- Dampers on clutch discs
- Available for R31-R34 Skylines, MA70-JZA80 Supra, Series IV-VIII RX7, Z32 300ZX

TS2BD Twin-plate clutch

- Suits applications up to 480hp
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- Dampers on clutch discs
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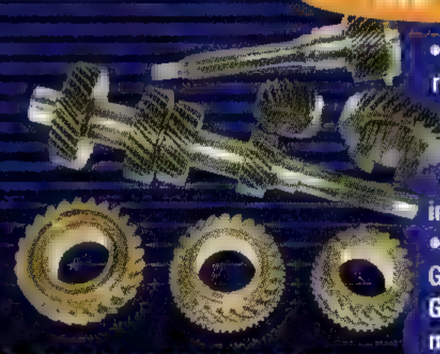

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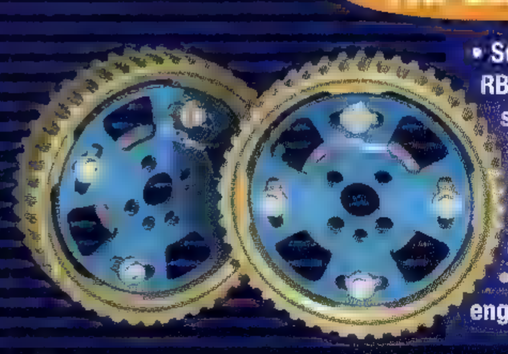
RB adjustable cam gears



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D1 drivers

ABOVE: The man who started it all, Tsuchiya Keiichi, also known as Kei, Drift King, Dori-kin, Dori-dori and various other names

Five years of D1 competition have propelled many Japanese drivers to national fame

Even in other countries (Australia included), names such as Nomuken, Taniguchi and Imamura are becoming famous. In case these names mean nothing to you, here are the top 15 drivers from the 2003 series together, from first to fifteenth, we've written the names as they do in Japan, with the family name first.

Unfortunately, we don't have up-to-date photos of some cars, but we will soon remedy that. One more name you should certainly get to know is Tsuchiya Keiichi. He is the original drift king, whose incredible car-control displays turned drifting into a real sport. He is rightly revered as the father of drift in Japan.

1

IMAMURA YOUICHI	
Age	29
HomeTown/ Prefecture	Yamanishi
Years Drifting	9
Sponsor	A'PEXi
Car	FD3S RX7
Power	500ps
Weight	1192kg
2003 Result	1st
Current Ranking	n/a

Imamura led the 2003 Championship from round one

2

Kumakubo runs a Holinger sequential in his S15

KUMAKUBO NOBUSHIGE	
Age	33
Home Town/ Prefecture	Fukushima
Years Drifting	10
Sponsor	Drift Xtreme
Car	S15 Silvia
Power	470ps
Weight	1261kg
2003 Result	2nd
Current Ranking	4th

3

UEO KATSUHIRO	
Age	31
Home Town/ Prefecture	Kumamoto
Years Drifting	8
Sponsor	Yuke's
Car	AE86
Power	204ps
Weight	813kg
2003 Result	3rd
Current Ranking	n/a

2002 Champion Ueo also got third last year, but not so lucky in America

4

TANIGUCHI NOBUTERU

Age	32
Home Town/ Prefecture	Hiroshima
Years Drifting	14
Sponsor	HKS
Car	S15 Silvia
Power	450ps
Weight	1121kg
2003 Result	4th
Current Ranking	2nd

Taniguchi Nobuteru aka NOB ("no-one better") drives D1 for HKS and the RE Amemiya RX7 in JGTC

5

Terasaki Gen's Levin is now one of the most famous AE86 drift cars ever

TERASAKI GEN

Age	32
Home Town/ Prefecture	Oita
Years Drifting	12
Sponsor	Autobacs Second-hand Market
Car	AE86
Power	200ps
Weight	920kg
2003 Result	5th
Current Ranking	8th

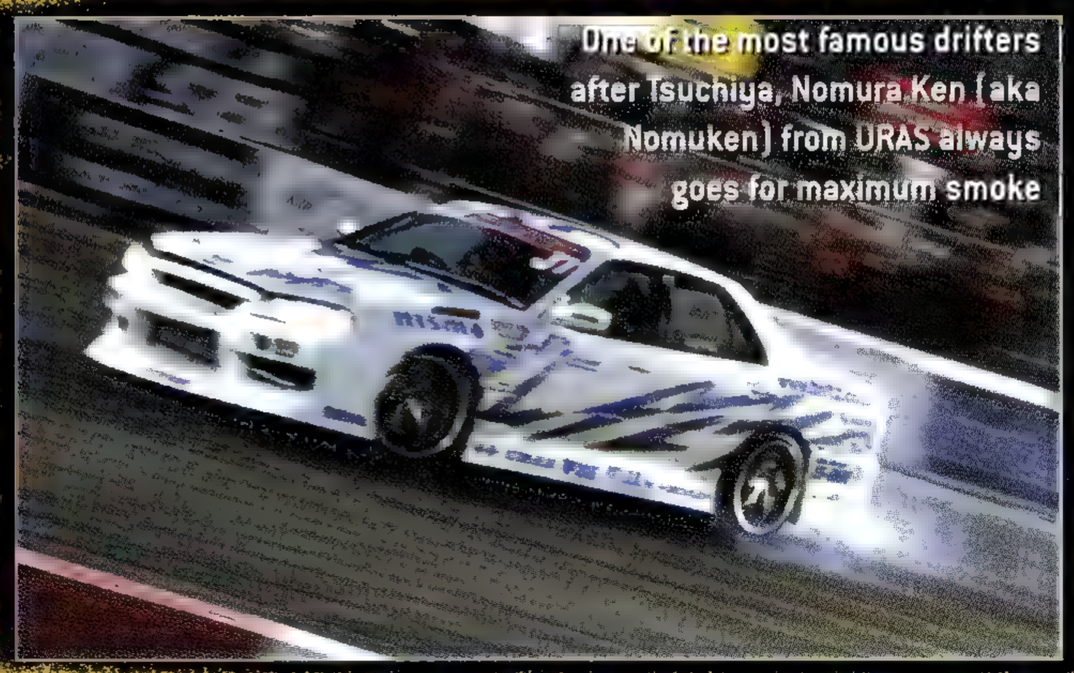
6

YOSHIOKA TOSHIKI

Age	28
Home Town/ Prefecture	Hiroshima
Years Drifting	9
Sponsor	Project Mu
Car	AE86
Power	200ps
Weight	800kg
2003 Result	6th
Current Ranking	n/a

Yoshioka's Trueno is the lightest car in the championship

7



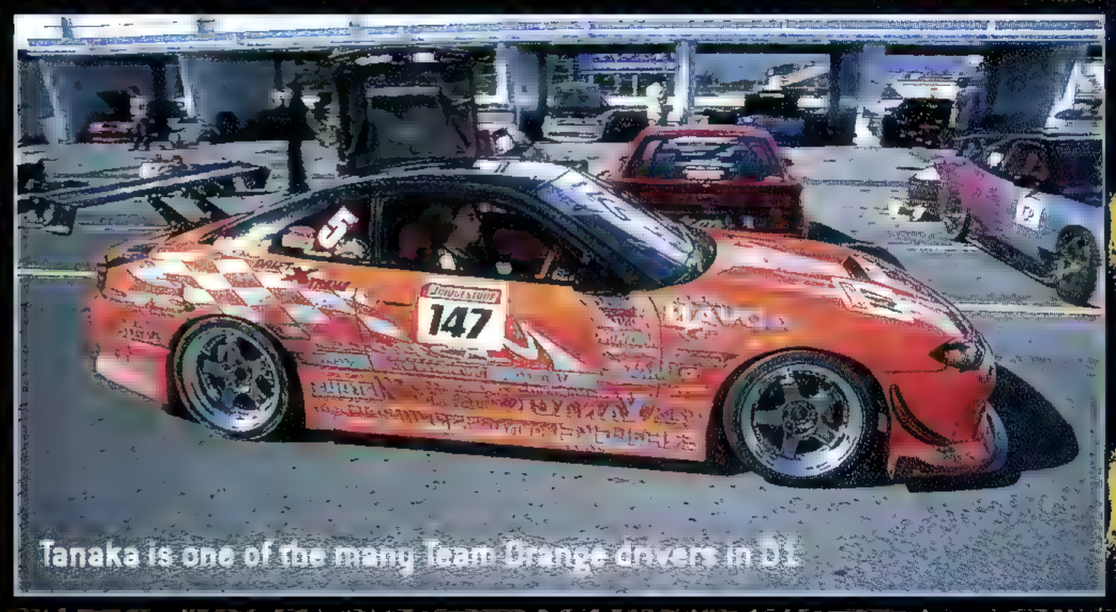
One of the most famous drifters after Tsuchiya, Nomura Ken (aka Nomuken) from URAS always goes for maximum smoke

NOMURA KEN

Age	39
Home Town/ Prefecture	Fukuoka
Years Drifting	15
Sponsor	Blitz
Car	ER34 Skyline
Power	470ps
Weight	1340kg
2003 Result	7th
Current Ranking	3rd

08 TANAKA KAZUHIRO

Age	34
Home Town/ Prefecture	Ibaraki
Years Drifting	14
Sponsor	Team Orange
Car	S15 Silvia
Power	430ps
Weight	1380kg
2003 Result	8th
Current Ranking	6th



Tanaka is one of the many Team Orange drivers in D1

09 ASAMOTO MASATOSHI

Age	30
Home Town/ Prefecture	Saitama
Years Drifting	9
Sponsor	Drift Xtreme
Car	FD3S RX7
Power	530ps
Weight	1040kg
2003 Result	9th
Current Ranking	n/a

10 FUKUDA HIROSHI

Age	33
Home Town/ Prefecture	Tochigi
Years Drifting	9
Sponsor	Fluke
Car	RPS13 180SX
Power	470ps
Weight	n/a
2003 Result	10th
Current Ranking	10th

Fukuda would have done better in the 2003 season if not for some car problems

11 KAMIMOTO HISASHI

Age	33
Home Town/ Prefecture	Okayama
Years Drifting	10
Sponsor	Veilside
Car	S15 Silvia
Power	420ps
Weight	1200kg
2003 Result	11th
Current Ranking	9th

Kazama is now notorious for his sitting-halfway-out-of-the-car donuts

KAZAMA YASUYUKI

1 2

Age	33
Home Town/ Prefecture	Nagano
Years Drifting	9
Sponsor	Kei Office
Car	S15 Silvia
Power	400ps
Weight	1139kg
2003 Result	12th
Current Ranking	1st

MIKI RYUJI

1 3

Age	29
Home Town/ Prefecture	Tottori
Years Drifting	8
Sponsor	Top Secret
Car	S15 Silvia
Power	540ps
Weight	1100kg
2003 Result	13th
Current Ranking	5th

This is Miki's third season in the Top Secret S15

SUENAGA MASAO

1 4

Age	25
Home Town/ Prefecture	Ibaraki
Years Drifting	10
Sponsor	RE Amemiya
Car	S13 Silvia
Power	350ps
Weight	n/a
2003 Result	13th (tie)
Current Ranking	n/a

TAKAHASHI KUNIYAKI

1 5

Age	31
Home Town/ Prefecture	Kanagawa
Years Drifting	9
Sponsor	Night Walkers
Car	JZX100 Chaser
Power	400ps
Weight	1560kg
2003 Result	15th
Current Ranking	n/a

Kuni's JZX100 has been a notable car recently

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- Grant chrome rings
- R.E.V. I-Beam forged conrods
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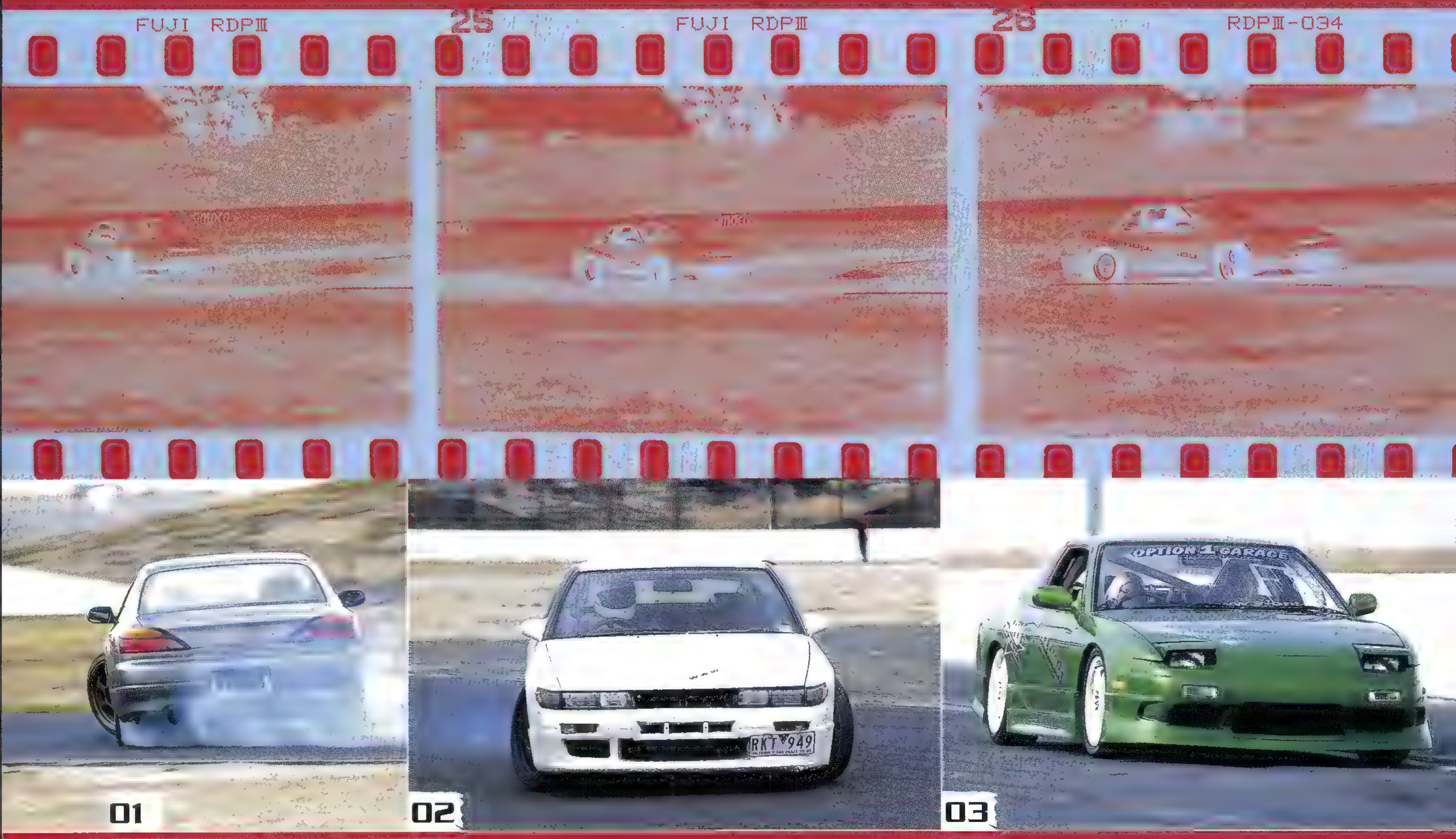


Story by Ben Ellis Photos by Jun Sawa and John Jovic

Fat Nats

The biggest ever Australian drift event puts drift in the spotlight

Full Lock was just another drift club last year. Now Full Lock organises the largest drift events ever seen in Australia. This year's Drift Nationals series sponsored by High Performance Imports magazine, along with several minor sponsors such as OS Giken, Excedy Australia, Serious Business TV, ROH wheels, Team Jetspeed, Whiteline, Calder Park Motorsport, Peak Oranware, Pearl Entertainment and Maltech.

While Full Lock worked with Calder Park to organise the inaugural event, High Performance Imports organised for a group of Japanese D1 drivers to come and perform demonstrations. D1 Garage also arranged for Signal to send its D1 driver over. The rest, as they say, is drift history.

Calder Park was amazed at the turn-out for the event. More than 5500 paying spectators came through the gates, along with hundreds of under-14s, plus drivers and crew for the entrants. Local TV crew, Channel 31 were on hand, along with cameramen from Serious Business and, of course, HPI, so you can expect to see full event coverage on the HPI v9 DVD.

There were 13 cars entered in the 'factory' class (for workshop-supported vehicles) and 45 cars in the privateer class (everyone else). Victorian privateer drivers numbered 33, while six came from Adelaide, four came from Sydney and one each from Brisbane and Perth.

The factory classes were more evenly spread, with three Victorians, five South Australians, two Queenslanders and three from New South Wales. This great mix helped give the event a real 'national' feel.

Surprisingly, there was relatively little damage to cars. Apart from mechanical problems, there were only three cases of metal crunching. Peter Carruthers went nose-first into a wall with his S13 Silvia, then D1 drifters Totani and Hibino had a light biff in the hairpin, reshaping the front left corner of the HPI Silvia and the right rear guard of the BMT 180SX.

The most controversial incident was during the factory class eliminations, when Danny Vahoumis and Darren Appleton battled together. There were a few harsh words after the event, but looking at the HPI video footage, it's fairly clear what happened.

Approaching the big hairpin,

Danny went out onto the grass, and had slowed down by the time he came back onto the track. Darren went to overtake on the inside, but presumably Danny didn't see him, as he closed the door and Darren's nose contacted Danny's driver-side door. This unsettled Danny's car, so as he put the power on going onto the straight, his car spun right around, the left rear quarter hitting Darren's left rear quarter. Both cars were substantially damaged, but Darren was able to continue through the eliminations.

It appears the judges awarded that elimination round to Darren simply because Danny was off the track at the esses, but we'd rather not go into it any further, as we played no part in the judging. That's just the way things can go at a drift meet.

The factory class was hotly contested with most cars drifting very close and many cars coming off the track. It was great for the spectators, but judging by the crowd's reaction, it was the D1 displays that really made the event. Three drivers from Tokyo, Ken Satoh, Tetsuya Hibino and Noritsugu Totani, joined Gifu driver Tsuyoshi Tezuka and Kazuya Bai from Osaka in loaned cars to put on two awesome half-hour displays during the day. Another Japanese drifter, Keigo Yoshida, also competed in the factory class using the HPI Silvia.

The final demonstration display was an awesome spectacle. Unfortunately, the S15 driven by Satoh was not really up to the job, but the other four drivers showed the Australian crowd what drift is all about with awesome four-car synchronised drift and high-speed fishtailing on the back straight.

Tezuka had a heart-stopping moment when he was fish-tailing Adam Newton's R32 Skyline down the back straight and the back left tyre blew. This sent him into a violent 140km/h spin, but miraculously he kept it off the wall and even managed to drift the next corner on three tyres. The response from the crowd was huge and Tezuka stood up on the door sill (while still rolling) to accept their adulation.

All of the D1 drivers spoke highly of the Aussie crowd, as Japanese spectators are much more restrained, rarely cheering and never whistling. They also had a great time out on the town in Melbourne, mixing with the local drifters. We can certainly expect to see them again at the next Drift Nationals event, to be held on October 3rd at Oran Park.

1] Great angle, but it was followed by a great spin
2] It's good to see local suspension specialists, Whiteline, getting behind drift
3] Drift chicks?
4] Bai popping the door open to air out the underarms

04

05
06
07
08
09
DRF13
V-Cure
OPTION 1 GARAGE
simoco

10

11

12

13

14

5] Totani and Hibino were using handbrakes to match each other's angle going into the hairpin

6] Everyone seemed to like hitting a high apex...

7] ...sometimes a bit too high

8] Four cars, all driven by D1 drivers and all drifting close together: seriously cool stuff

9] Josh Young made the trek from Queensland in his custard AE86 and was rewarded with second place in privateer

10] A burst tyre made a nice mess of the HPI Silvia's rear quarter

11] "It was like that when I got here..."

12] The Whiteline car looked well balanced, but the engine was terminally ill

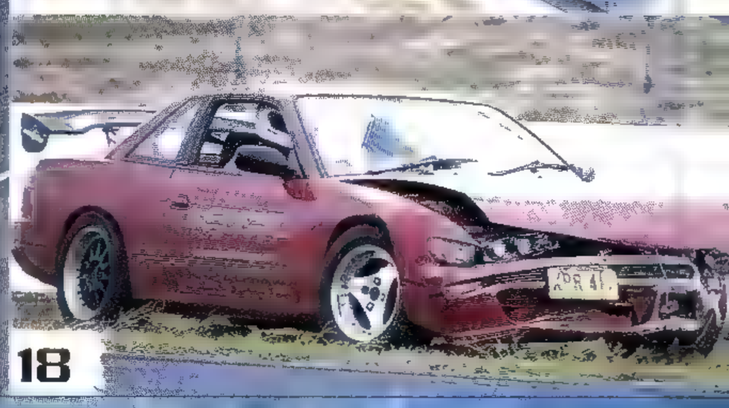
13] The beginning of the end: Danny in the grass just before the big hairpin

14] Lots of smoke, but more smoke than drift

15) Christian in the black JMS 180SX did Cooper's brewery proud, taking out second place in the factory class
16) Tom Monkhouse drove his DR30 over from Adelaide and came close to the podium
17) Going hard...
18) ...into a wall
19) To overcome a lack of power, Tezuka routinely dropped a rear wheel in the dirt to keep them spinning hard

16

17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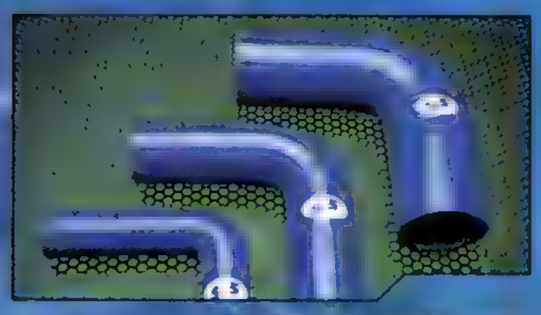

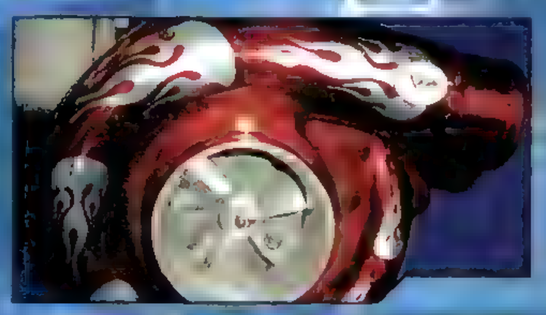

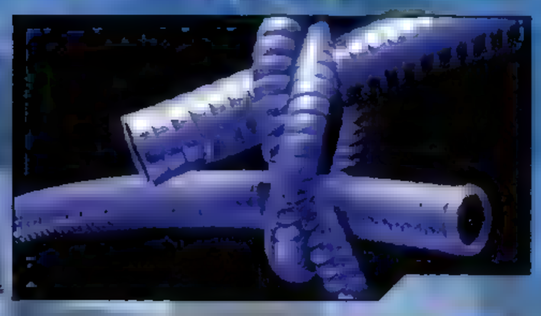

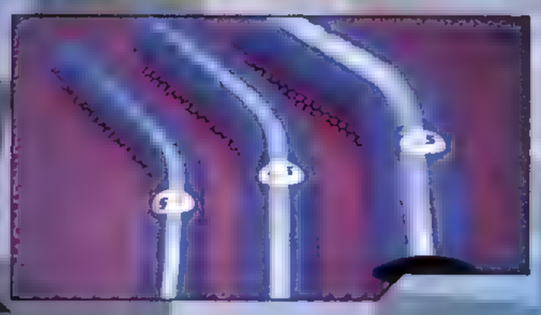

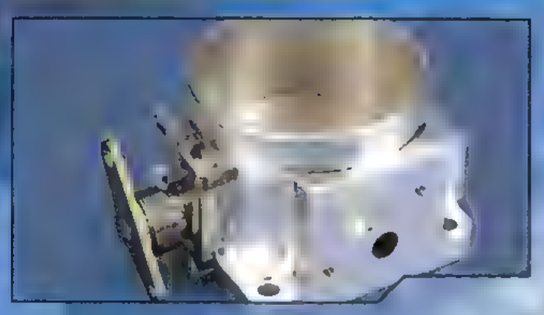

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23

24

20] Danny from JMS put on an impressive display, but was hampered by engine problems and then sidelined by the prang with Darren Appleton's Onevia

21] Andrew Sunderland's Cressida was one of very few Toyota entries

22] Time for new front guards on the Silvia. At least the headlight is okay

23] The remains of the tyre after Tezuka span

24] Darren and Danny's S13s suffered similar damage

25] Apparently Ricol stands for Rick and Collin, the drivers of this S13

25

26] Michael from Initial Drift took out third place [and the front cover of this mag]
27] The lone Supra was driven by Chi Sun Wong, with limited success
28] Darren Appleton's Onevia led the factory class with smooth, consistent drift. Maybe it was the afro that did it...
29] James from D1 Garage managed to keep Bai out of the car occasionally so he could compete in the factory class
30] Justin Power's 1600 sounded awesome, but the undercarriage collected the concrete on this corner
31] Josh substituted style for power in the hachi-roku
32] Black 180SXs were thick on the ground

TAIKAI

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31

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27 FUJI RDPE

28 FUJI RDPE

29 FUJI RD

HELIX

Shell Shell

Shell Shell Shel

DRF13

27 27A 28 28A 29

DRIFT BATTLE

M.K. Eagle TYRES

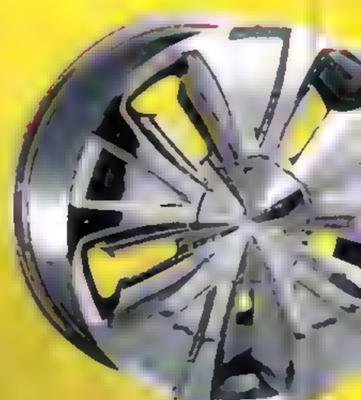
B-52 – 19"

B1 – 20"

B2 – 20" 22" 23"

B4 – 18" 20" 22" 23"

MK10 – 16" 18" 20"



MK12 – 17" 18" 20"

MK14 – 18" 20" 22" 23"

MK16 – 17" 18"

MK11 – 17" 18"

MK20 – 17" 18" 20" 22"

MK24 – 20" 22" 24

MK21 – 18" FWD

MK23 – 18" 20"

MK5 – 17" 18"

MK9 – 17" 18" 20" 22

Scorched Chrome 17" 18" 19"

Romi Blizzard 17" Chrome

DIAMO 1 17" 18" 20"

DIAMO 4 17" 18"

MK-18 18" 20" 22" Chrome

Romi Hurricane 17" Chr

Romi Lightning 17" Chrome

Romi Thunder 16" 17" 18" Chrome

Romi Twister 16" 17" Chrome

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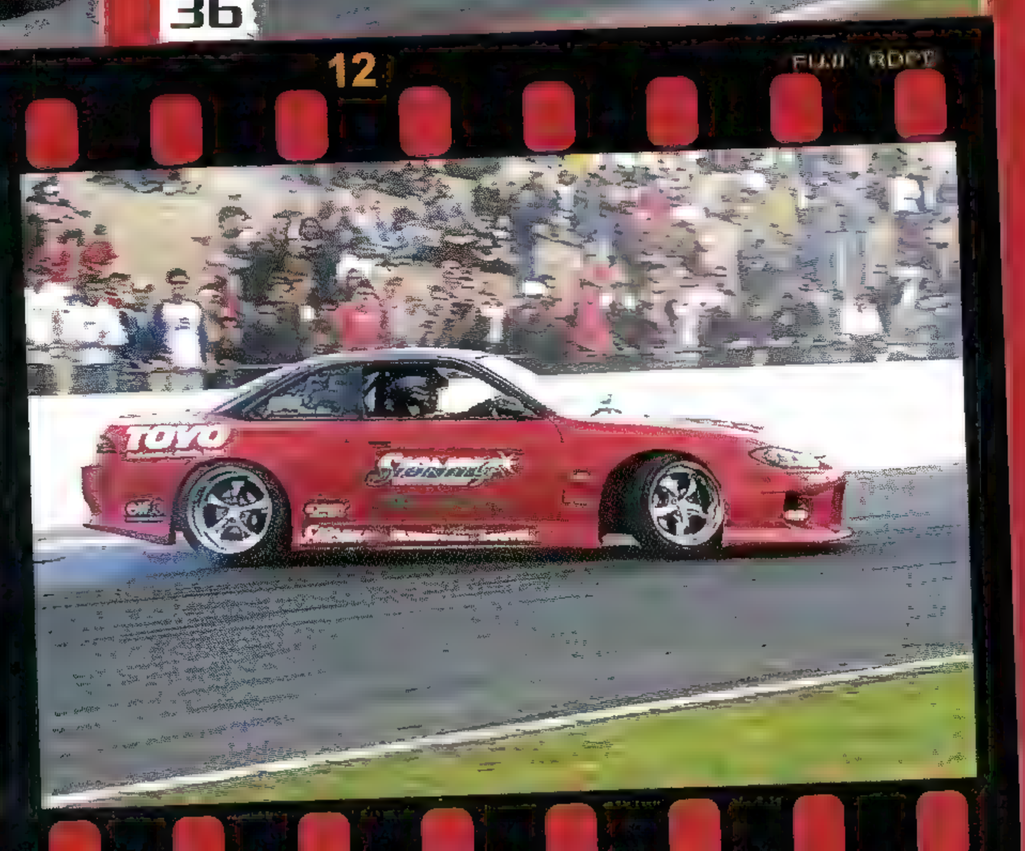
33] Everyone loves close drifting... until this happens. The HPI Silvia and BMT 180SX came home a little less straight than when they left

34] BMT's 180SX got driven by everyone but BMT

35] Danny's 'Pink Bits' S15-nosed S13 was one of the best-looking cars there

36] Simon Michelmore was going really well, but was knocked out in the eliminations

37] All of the Japanese drivers were hyped up by the great crowd response



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38] Behold Bowzer, the most drifted-out R31 in Australia
39] Catherine Coleiro was the only female entrant and the only Commodore entrant too
40] Hibino lifts a front wheel off the deck in the HPI Silvia

39

40

RESULTS

FACTORY CLASS

	Driver	Workshop	State	Car
1st	Darren Appleton	Driftzone	QLD	Nissan Onevia
2nd	Christian	JMS	SA	Nissan S13 Silvia
3rd	Michael Taylor	Immigrant Perf.	QLD	Nissan 180SX

PRIVATEER CLASS

	Driver	State	Car
1st	Nigel Petrie	VIC	Nissan 180SX
2nd	Josh Young	QLD	Toyota AE86 Sprinter
3rd	Dean Ong	VIC	Nissan S13 Silvia

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ABOVE & BELOW: Mike actually used his 17s on the rear too at Melbourne

Story by Ben Ellis Photos by Stephan Korlyi and John Jovic

Green Pig

Long-time import fans might remember a story in High Performance Imports about a Japanese drifter called Masaya Takahashi, who was living in Queensland at the time. With the benefit of experience drifting in Japan, he could out-drift anyone in Queensland at the time, so understandably many people were begging him to teach them. One of those people was Michael Tyler.

Michael has gone on to win the first Driftland event at Oran Park, followed by third place in the invitational factory class at the Drift Nationals. Obviously he has put those lessons to good use! Of course, the secret to drift is just practice, so while Masaya gave Michael some good tips, it has been his own dedication to drift and constant practice that earned him the trophies.

The 180SX he drives now is actually the second one he has owned. After learning to drift in the first car, he picked up this one, mechanically dead stock, but dressed up with a GP Sports front bar, Vertex side skirts and rear bar, all covered in candy-apple green. Along the way it has had a few body repairs, of course, but aside from a few stickers the body is much the same as when Michael bought it.

The original SR20DET was first given a full exhaust system, with 3in front pipe, 3in cat and then 3.5in system to the tail, with a pair of 3.5in tips crowding the Vertex cutout. Surprisingly, the turbo has not been changed, nor has the intercooler. Apart from an HKS air filter, the only significant changes are a Century 20 piggyback computer and GReddy Profec A boost controller.

What's the secret to learning drift fast? Get a Japanese teacher

LEFT: White rollcage stands out in the grey cabin

BELOW LEFT: The skirts and rear bar are from Vertex

MICHAEL FITTED A KAAZ TWO-WAY MECHANICAL CENTRE, WHICH IS EXTREMELY STIFF

As we've pointed out in our article on page 53, a mechanical LSD is the most important ingredient for a drift car. Michael fitted a Kaaz two-way mechanical centre, which is extremely stiff. The clutch is actually nothing special, but a C's short shifter has been fitted to the factory five-speed. Rather than too much clutch work, Michael uses the handbrake to get the tail out, so Super Acre drift pads have been fitted at the rear to give plenty of bite. A spin-turn knob has also been added to the lever. The front pads are from M's.

Tein HR coil-overs drop the 180SX to the ground and provide plenty of scope for adjustment. The stripped interior has a seven-point cage from Safety 21 (Japanese brand) and a pair of tower braces to really stiffen things up. On non-drift days Michael has Sparco 17in rims front and rear, but 15in wheels and tyres are usually fitted at the back for drift purposes.

ABOVE LEFT: Okay, so it wasn't always green

TOP: Overkill is good: a pair of 3.5in tips

ABOVE: Mike finger-paints his aspirations

FAR LEFT: A tow rope is wrapped around the upper and lower tower braces, while you can always find spare tyres in the back

BELOW LEFT: The 'lazy-eye' headlights add to the drift look

After all, with only a mild boost-up, you don't want too much rear grip.

The front part of the cabin looks less spartan, with a double-DIN Kenwood head unit. Michael avoided extra speakers or amps, however, on the grounds of adding too much weight. A Bride BRIX seat and Nardi steering wheel complete the drift look.

Surprisingly, that's all there is to say about the car. Rather than going any further with it, Michael plans to sell it off and build a full D1-spec car, starting with a spot-welded shell and featuring a strong SR20 with over 400ps on tap. We're looking forward to that one already.

Michael would like to thank Paul from Garage Hiramitsu, Dane from Option 1 Garage and Dane from Immigrant Performance... probably the same guy. If any sponsors out there would like to sponsor Michael in his quest, please contact us here at Drift Battle. DB

Story by Ben Ellis

Drift Essentials

What are the essential elements of a drift car?

Assuming you already have the basic platform of a rear-wheel-drive car that isn't completely gutless, what are the essential parts needed to make it a drift car? We will answer this question in order of importance. Looking at it another way, this is the order in which you need to replace parts, if your car doesn't already have the appropriate bits.

1. LSD

It might surprise some people to see this listed first, but a proper mechanical limited-slip diff is absolutely essential for drift. If you don't have complete control over both rear wheels, then you cannot control a slide properly either.

With an open diff, the inside wheel will always have less traction, so it will spin harder, while the outside tyre regains traction just when you want to keep it sliding. Watch someone trying to drift an open-diff car and you will see the rear weaving under power as they try to keep the tail out.

Viscous-type LSD centres just don't cut it either. This was clearly demonstrated at the recent Drift Nationals, as when five D1 drivers of similar ability hit the circuit together, the only car without an LSD was left languishing behind, as Ken Satoh tried everything to make it drift. They even tried putting less grippy tyres on the rear, but then one of them popped, making matters worse. So, if you only have two grand to spend on turning your car into a drifter, spend it on the diff.

1) Getting your car to drift is a dirty job, so get someone else to do it if you can
2) A mechanical LSD (usually 1.5-way or 2-way) is essential for drift

03

04

05

3) Don't assume you have an LSD; viscous types don't really count
4) Japanese drifters seem to favour Advan tyres, which aren't available here, but there are plenty of high-grip tyres around
5) Some sort of clutch upgrade will become necessary if you drift regularly. A button type is usually the cheapest option

2. SUSPENSION

Now that you can get the power down consistently, it's time to control the body properly. It's very hard to make your car drift smoothly and consistently with the body rolling around and the nose bobbing up and down. Your springs need to be fairly low to keep the centre of gravity low, and stiff to make load transitions easier to judge.

To go with this you need stiff (preferably adjustable) shocks, to control the action of the springs so you aren't hopping all over the road. The simple way to achieve this balance is with Japanese coil-overs that are designed specifically for drifting, but it is possible to achieve good results with the right separate components.

If this is too expensive for you, you can try simply fitting a stiffer rear swaybar, to increase front turn-in response and effectively reduce rear grip. Swaybars may also be used to good effect to fine-tune a car's responses when the springs and shocks have already been changed.

3. TYRES

While the temptation is to go with the cheapest used tyres you can find, the D1 drivers who drove at the Drift Nationals all agreed that tyres were the common weak point on most of the cars in the field.

On any drift car, you need to maximise front grip and turn-in response, so it is worth shelling out for some high-grip tyres. Either expensive sport-type tyres or R-compound semi-race tyres are the go. Most drifters also prefer to use a larger rim than normal for the tyre size chosen.

For example, a 215 might be fitted to a 9in rim, which stretches out the side walls of the tyre somewhat. Go too far and the tyre will be prone to popping off the bead, but a slightly undersized tyre will give the best response, as the tyre walls will scarcely flex at all. For the same reason, larger diameter rims with low-profile tyres are preferable, so long as you have room in your wheel arches to have the wheels on full-lock and bumping up and down without scraping too much.

As for the rear, so long as you have enough grunt to make them spin, it is actually ideal to have just as much grip as the front, as this makes the car more responsive to throttle inputs. Unfortunately, 400ps+ is an expensive target, so it may be necessary to use less grippy rubber at the rear. Even if this is the case, it is worth going slightly undersize on a big rim to reduce tyre flex.

4. CLUTCH

Another essential element for controlling a drift car is being able to pop the clutch in and out at will, to either gain or overcome grip as needed. A sharp transition when

ON ANY DRIFT CAR, YOU NEED TO MAXIMISE FRONT GRIP AND TURN-IN RESPONSE

06

07

08

6) Here's an example of using a smaller tyre on a wide rim
7) Driving position is important, and you also need a simple, round steering wheel for easy control
8) Adjustable tension rods (the green bit) allow you do dial in the amount of caster you want
9) Japanese coil-overs are perfect for drift. Old ones are cheaper, but often the shocks are worn out. Buy new if you can

09

Your deep lip makes will realise it needs extra to get the new tyres on the rim, which is one reason why most drivers use a raised single-plate adapter. The other reason is that it'll stop those pesky wheel nuts working loose.

5. COCKPIT

Driving position is critical in drift, as it must be comfortable, to ensure you can easily control the car. If you can't relax on lock without banging your elbows then you're going to have trouble. The next reason to be the right height and distance from the steering wheel. It also needs to allow enough legroom so that you aren't cramping yourself against the pedals as you work your feet. A bucket seat is ideal, but unless you at least get a good sports seat – even an old Recaro or even a DI Recaro.

The steering wheel should be a simple one and preferably small. Some have a big boss which can obscure the instruments. A deep-dished wheel is generally the best to use as it helps you get your hands back and forth. This is why a small, thick steering wheel from your local autojumble is ideal.

Another element to consider is the handbrake. While this is used less and less as you gain more experience, even the most driven will want the handbrake. I love 'proper' or 'T-bar' handbrakes but not all people like them, so it's up to you. To make the handbrake a more natural extension of your hand, you can modify it so that it doesn't have to be pulled right up to work. In some cases it also helps to shorten the cable somewhere along the line.

6. POWER

How you go about getting more power is entirely down to you and your budget. There are lots of ways to do it, with varying degrees of success. Most of the upgrades are simple, easy-to-fit bolt-on things that really improve the car's handling. For example, to fit new suspension arms on the Abarth Punto is as simple as unbolting the old ones and bolting the new ones in their place. The geometry is improved, so that it doesn't have to be pulled right up to work. In some cases it also helps to shorten the cable somewhere along the line.

Looking at this another way, if you can't afford to increase power much, then stripping as much weight out of the car as you can is the next best thing. Start by removing the heavy things in the back that you don't need, such as the spare wheel, tools and jack. Then remove the rear seats and trim panels. Every kilo you remove from the back of the car will help to improve the handling.

7. MORE SUSPENSION

Once you have sorted out all of the above matters, you will need to work on tuning the suspension bit by bit to make the car easier and more consistent to drift.

Adjustable caster rods (called tension rods in Japan) can improve turn-in and also make the wheels tend to turn to full-lock naturally when you release the wheel. The more caster you have, the less camber you will need, which is desirable as too much camber at the front makes the brakes less effective. That said, adjustable camber at the front and rear will be a great help in tuning the handling.

On a typical drift car, such as an S13, adjustable strut tops at the front will allow plenty of negative camber, while adjustable top-arms allow the rear to be adjusted. Smaller degrees of adjustment can be achieved just by changing the bushes to offset types, such as those available from Whiteline.

Now that we've mentioned bushes, it's time to consider body rigidity.

8. BODY TUNING

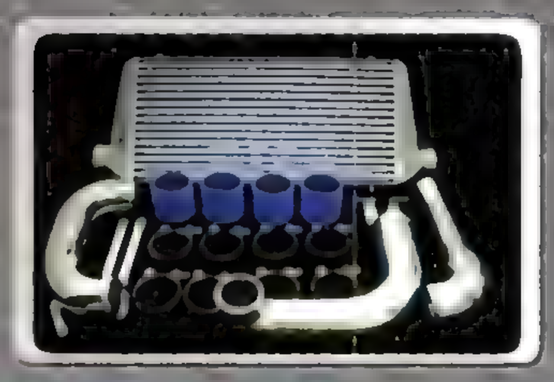
For your suspension mods to work properly, they need a stiff, rigid chassis that won't flex in response to load. The rear cradle in most RWD Japanese cars benefits from stiffer mounting bushes so it won't shift around, giving variable geometry under load. For the same reason, tower braces, rollcages and all other forms of chassis stiffening are widely practiced in the world of drift. It goes without saying that if you have HICAS rear-wheel-steering, you should lock it up so it won't interfere.

Aerodynamics are rarely an issue, unless you are drifting at unusually high speeds, but often it will be necessary to modify guards to make your wide wheels fit, and there's nothing wrong with having a low drift-style bodykit. It's worth taking a tip from the Japanese drifters here, though, by attaching the front and rear bumpers with cable-ties rather than bolts. This allows them to tear off easily if you come off the track, so they are less likely to be damaged, or damage the panels they are attached to.

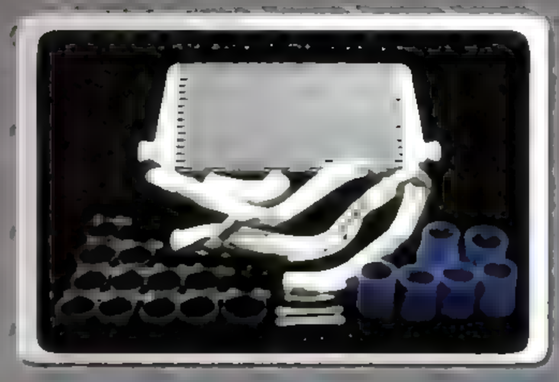
10) Stick something over your brake and power steering reservoirs to soak up leaks

Having considered all of these points, we recommend that you flip to page 87 and look at the things that will keep you and your car alive during a drift event or practice day. Not much point having a beautifully set-up car if the engine catches fire on the second lap!

HYBRID SUPER INTERCOOLERS



HYBRID 180SX SUPER INTERCOOLER KIT



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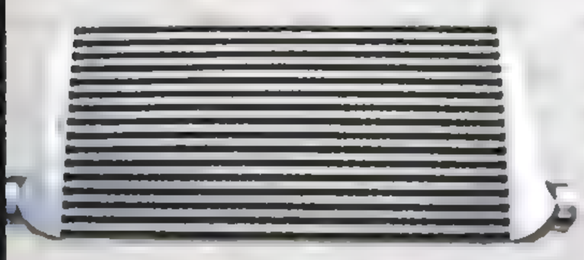

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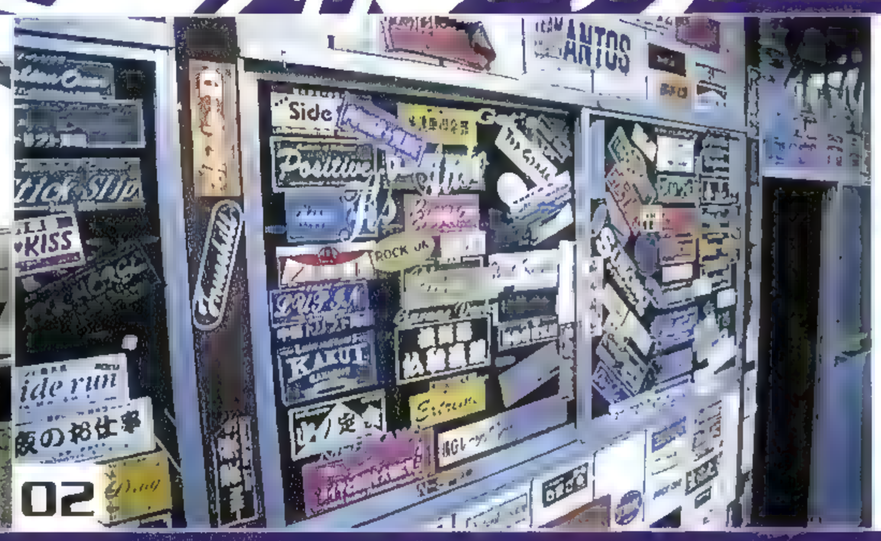


1) How to make a Starlet GT look totally gay: teddy-bear wheels
2) The office no longer has windows, thanks to the stickers of a thousand drift clubs
3) The right-hander at the end of the straight is the main judged corner at YZ. Speed is high and there's a cliff behind the tyre wall
4) The pits were overflowing with S13s
5) This fat Onevia came from Fukui for the event

Story and photos by Ben Ellis

ex YZ

We asked Okaniwa from Kid's Heart what he thought of the YZ circuit.

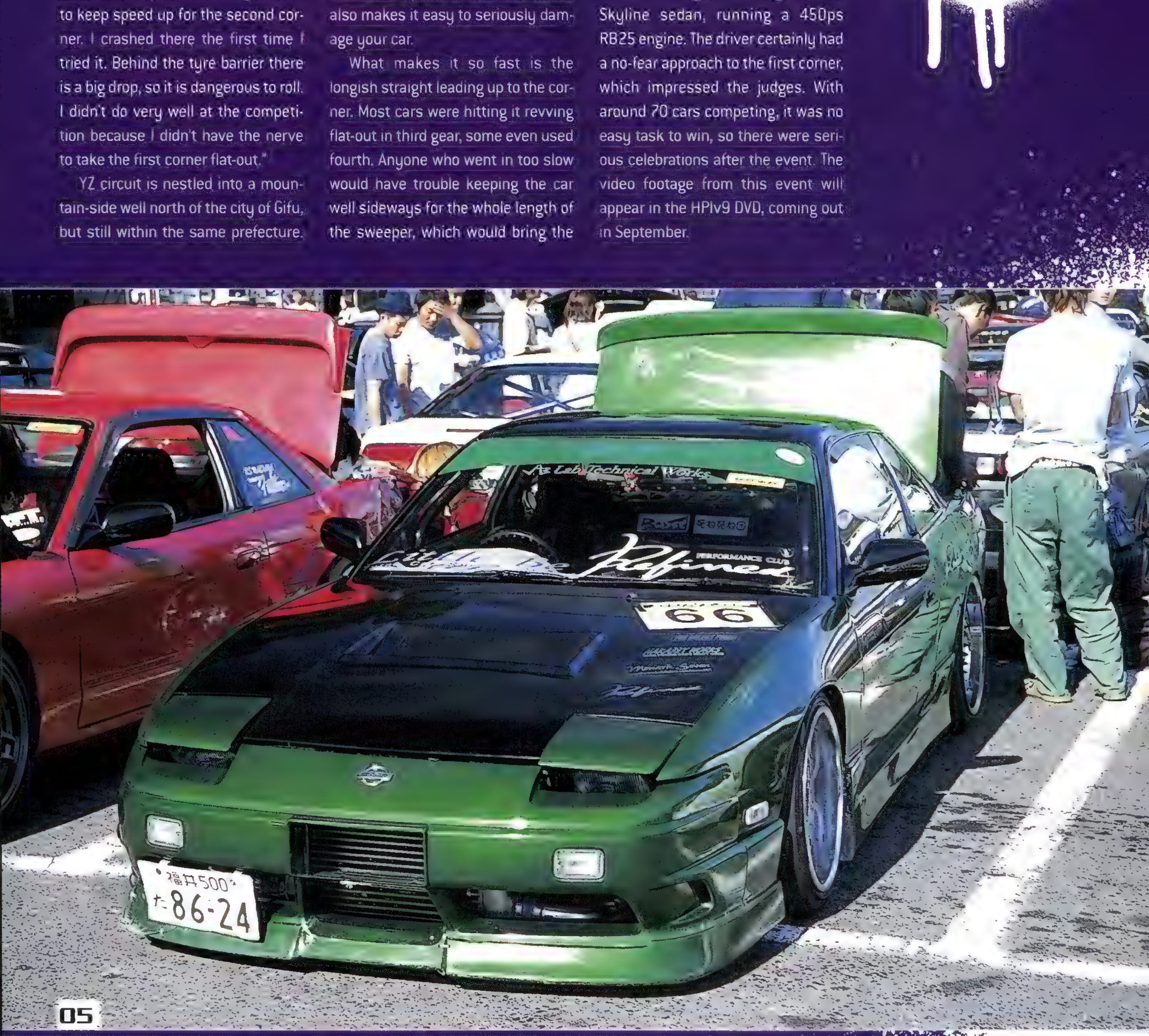
"It's very scary. You have to go very fast into the first corner, because it is quite wide and you need to keep speed up for the second corner. I crashed there the first time I tried it. Behind the tyre barrier there is a big drop, so it is dangerous to roll. I didn't do very well at the competition because I didn't have the nerve to take the first corner flat-out."

YZ circuit is nestled into a mountain-side well north of the city of Gifu, but still within the same prefecture. The drop-off Okaniwa mentioned is no joke, it must be about a 30m drop down a near-vertical slope. It's not hard to picture a drift car flipping over the wall and into the ravine below. The sheer speed of the first corner also makes it easy to seriously damage your car.

What makes it so fast is the longish straight leading up to the corner. Most cars were hitting it revving flat-out in third gear, some even used fourth. Anyone who went in too slow would have trouble keeping the car well sideways for the whole length of the sweeper, which would bring the derision of the judges. HKS driver Taniguchi was among the judging panel, though, he seemed to spend most of his time getting phone numbers from female fans.

The winning car was a green R32 Skyline sedan, running a 450ps RB25 engine. The driver certainly had a no-fear approach to the first corner, which impressed the judges. With around 70 cars competing, it was no easy task to win, so there were serious celebrations after the event. The video footage from this event will appear in the HPIv9 DVD, coming out in September.

YZ circuit in Gifu is one for the brave drifter



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6) The 'Formatic Racing' guys say hi
7) When will the rainbow sparkles invade Australia?
8) And the winner of the fattest flares competition is...
9) This remarkably neat R32 GTS-t was one of the front-runners on the day
10) The winner of the event

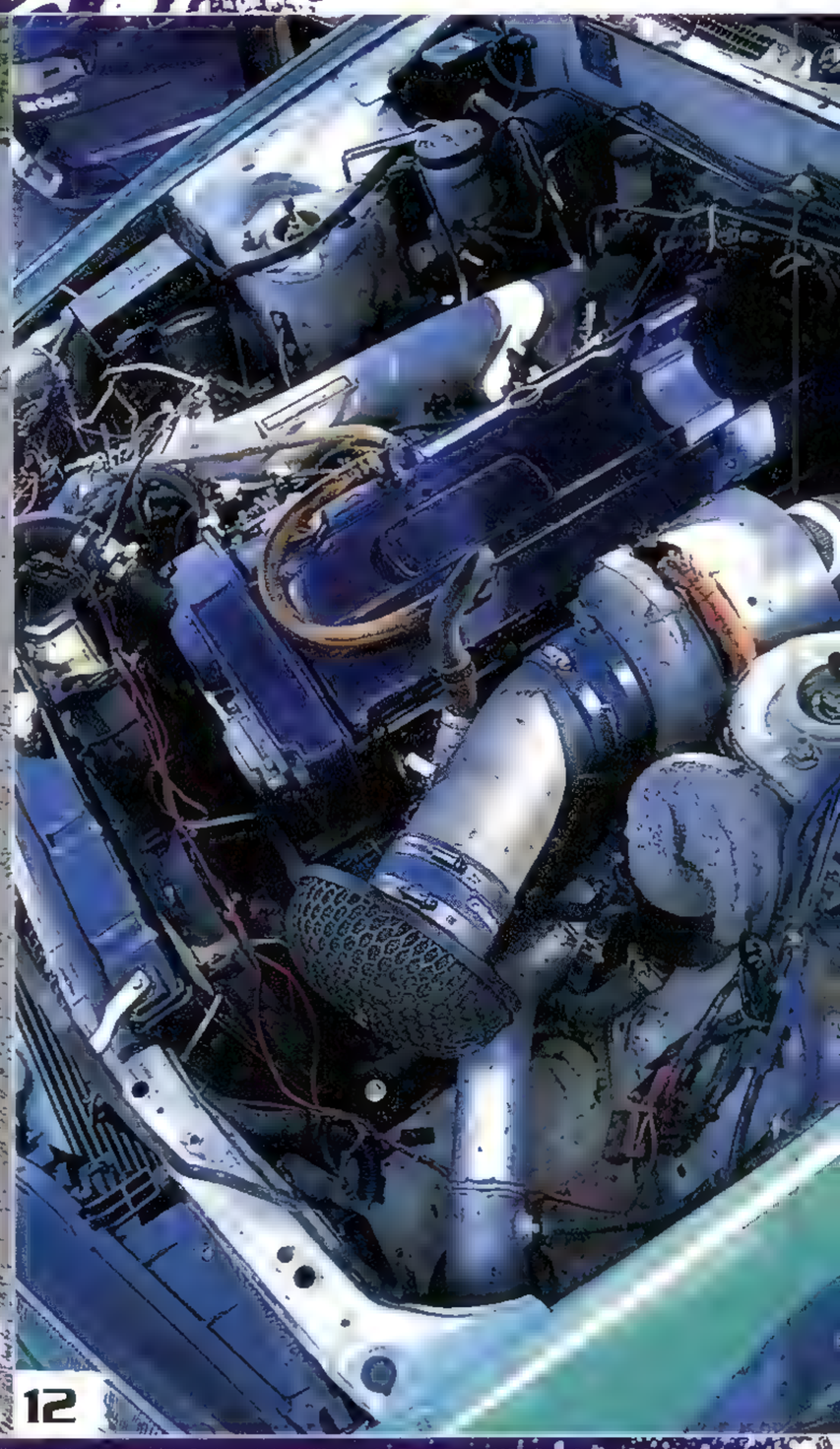
THE DRIVER CERTAINLY HAD A NO-FEAR APPROACH TO THE FIRST CORNER, WHICH IMPRESSED THE JUDGES

09

TAIKAI

NO FEAR APPROACH

11



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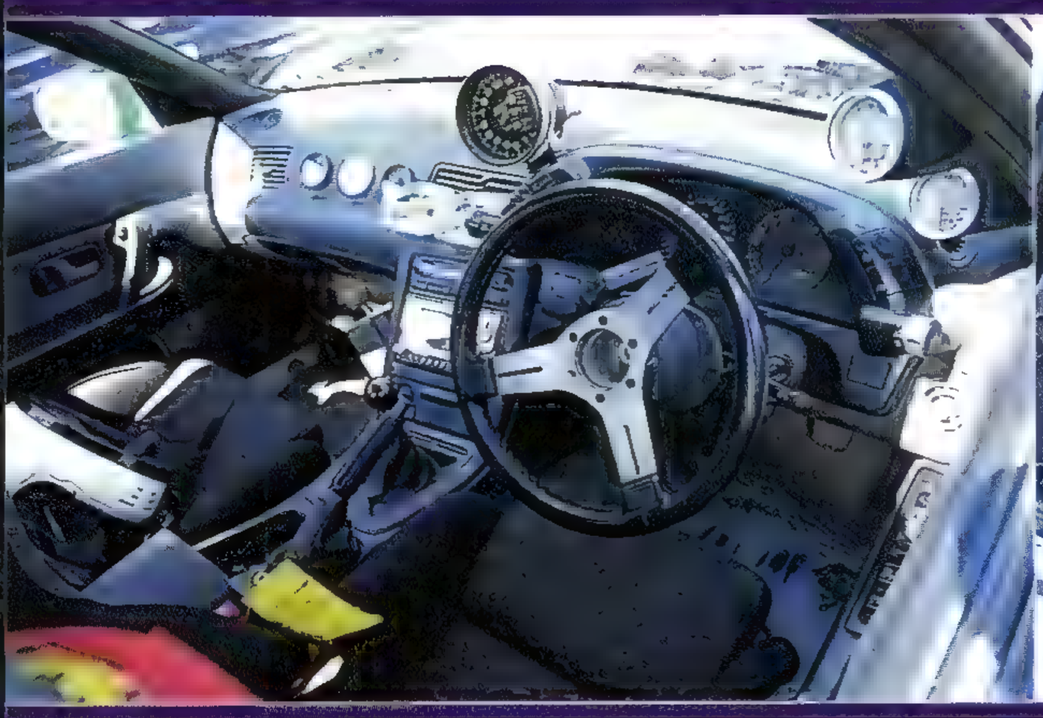

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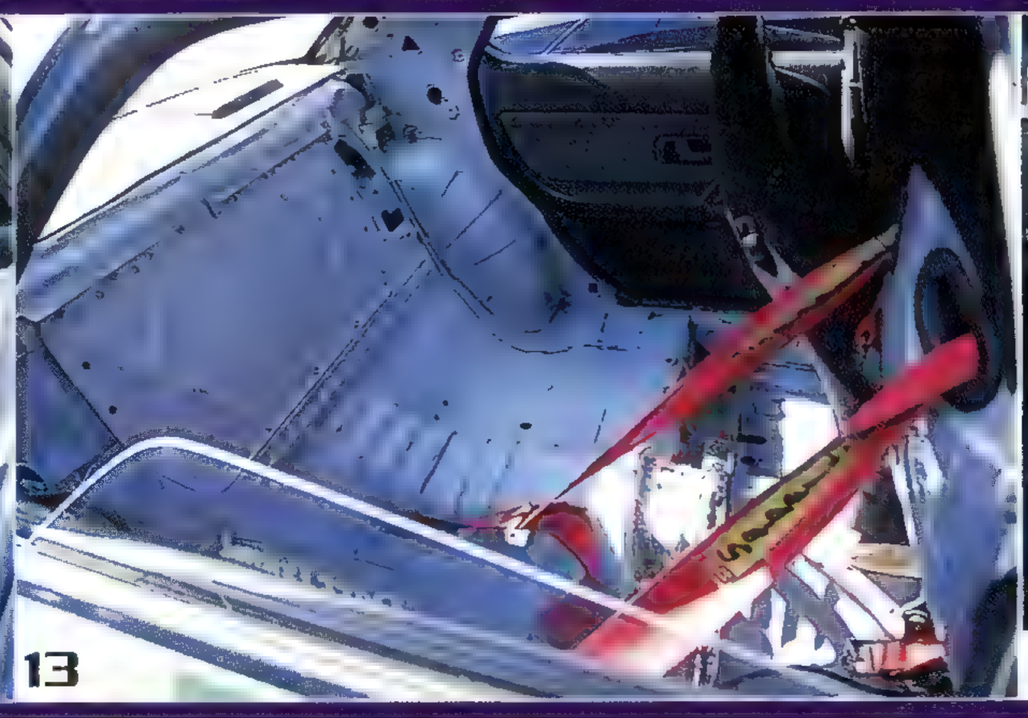

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11) Rear guards have been flared by hand to fit wider rims
12) The RB25 engine features a 3037S turbo and GReddy inlet manifold
13) We're betting it used to be white
14) A Recaro race bucket for the driver and recliner for the passenger
15) GT-R front guards and bonnet are combined with a Vertex bodykit

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Story and photos by Ben Ellis Drift shot by Jun Sawa

Afro Not Included

A win at the Drift Nationals has made Darren Appleton an instant drift king

Darren Appleton is in the car-importing game, so when he says he has owned hundreds of imported cars, he isn't kidding. The Onevia started out as a fairly ordinary 1992 Silvia, which he picked up with the intention of building a drift car. He already has a 180SX circuit car, so a lot of spares for that car wound up on the Silvia, which probably explains how it got converted to a 'Onevia' (Silvia with a 180SX nose).

The car was pearl white at first, but is now pale blue metallic with purple pearl. Ares Speed supplied the front bumper, along with Vertex side skirts and rear bar. The wide, vented front guards are Ares Speed parts too, while the rear guards were pumped out by hand. The bonnet is normal, but held down by bonnet clips. 180SX fans will note that the Ares Speed front bumper also has late-model clear indicators. The DRF13 plates were ordered in purple to match the pearl paint, so before the Drift Nats it was looking quite presentable indeed.

The mechanical department is not a point of pride. Darren really didn't want us to photograph it, but we feel there is no shame in a dirty engine bay. After all, as the car is on its fourth engine already, there hasn't been much time for detailing. The previous engines all died of natural drifting causes, with the same ARE intercooler set-up being fitted to each

RIGHT: Rays wheels are 17x9in front and rear with Federal tyres

BELOW: The front bumper is an Ares Speed item

DORI-SHA

PARTS PROFESSIONALS

Shell

Shell

DRF13

CLOCKWISE FROM ABOVE: Obscure brands are sought after in the world of drift

The A'PEXi boost controller and Power FC commander are in easy reach, along with authentic Japanese cup holders

This is the fourth in a line of abused SR20 engines

Bride + Nardi = Drifter

new engine, along with the Trust air filter and IHI 350hp turbo. A Power FC has been tuned to suit 550cc/min Nismo injectors, producing around 160kW at the wheels, which Darren reckons is all he needs. A Turbosmart Type II blow-off-valve is fitted too, with a custom dump pipe and Trial exhaust system.

Direct clutch made up an organic clutch plate with a 1600kg pressure plate to suit drift use, while D-Speed brake pads were added to the stock braking hardware. The LSD centre in the diff is mechanical, but the brand is a mystery. Darren chose JIC adjustable coil-overs, with adjustable caster rods at the front and a pair of Cusco strut braces. The wheels are all Rays 17x9in, though, the specific wheel choice varies day to day and front to back. Tyre Select keeps him in tyres, usually Federals. The package certainly seems to work well, as Darren took out the factory class honours at round one of the Drift Nationals.

RIGHT: The day before the Drift Nationals, the car looked very neat in blue metallic with purple pearl

DORI-SHA

HE HIT A HIDDEN DRAINAGE DITCH, WHICH LAUNCHED THE CAR INTO THE AIR AND TOOK MOST OF THE FRONT END OFF

autoshop.net.au

A HIDDEN DRAINAGE DITCH

DRIFT BATTLE

ABOVE RIGHT: The custom plate is offset to allow good airflow to the ARE bar-and-plate intercooler

Inside, a Brembo 300 spot and three-spoke Nardi wheel show that Darren is up on his drift culture. The Eurosonic double-DIN head unit also pumps out Japanese pop music most of the time. Bolt-in bits include a Trust Gearstick, Jamel A/F meter, Defend PE boost gauge, Nismo 260km/h speedo and HKS AVC R boost controller. On the driver's door, an aftermarket pull has been fitted so Darren can brace his knee effectively in corners. There's no rollcage fitted, but at least there's a fire extinguisher in the passenger footwell.

Since Darren purchased the car three years ago, it has had a thorough freshening. Body-wise, it's been painted in Channel 31 TV crew vans (Darren starting in and out of a warehouse when he competed the iconic of the rule-dodging at the 2003 Powerslide), Darren lost it and went into the paddock, which would have been fine except for Mt a hidden drainage ditch, which swallowed the car into the air and took most of the front-end off. Catherine Eaton drove the car at the 2004 Powerslide, however, and took 5th place in the drift competition.

EAMS wasn't happy with Darren ditching during the Gillen Street Sprint, the year and took part to have. The funny part was at the prize-giving – Darren left early, which meant he put him in the top 20 out of 500 cars. By far the greatest achievement was the win at the Sloth Nationals, but Darren wasn't happy about the controversy that followed. His drift exploits will continue, however, as he is coming to Japan with us to tackle a Japanese drift event. We'll show you how that goes next issue. [illegible]

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Story by Ben Ellis

Driftable

Trying to pick your first drift car? Here's the lowdown

If you're only a beginner at drift, it is a very good idea to start with a cheap car, or at least not your mum's BMW. You also need to look for one that is cheap to repair and easy to set up for drift. Consider how many parts you will need to buy to make it easy to drift. Also bear in mind that you may want to keep those parts to use in your next car (so keep the original bits to put back in when you sell it).

To help with the decision process, we've put together a list of cars under 20 grand that are rear-wheel-drive, available in manual transmission and ripe for drifting. There are plenty more that we have left out, either because the suspension is too bad to start with (like a Holden Piazza) or because they are too expensive to repair and maintain (like a Porsche 944).

Another option to consider is picking up an ex-rally car (old Datsuns et cetera). Although they are usually pretty rough, they should have the power you need, an LSD, suitable seats and a rollcage. All you need to do is fit lower springs and suitable tyres to go drifting. Whichever way you go, make sure you have a club sticker made.

NISSAN

280ZX (S130) $2000–$5000

The earlier Zeds are becoming collectible, so parts are more expensive, but the 280ZX is still worth next to nothing. Strip it bare and the torquey L28 will be good enough for drift. The R200 diff can easily be swapped for an LSD and the all-strut suspension is easy to upgrade too. If you crash it hard, then just pick up another shell.

300ZX (Z31) $5000–$10,000

Both local and imported Zeds are ideal first drift cars for the same reasons as the 280ZX. The early imports had a torquey VG20 turbo V6 engine, which is not bad for drift. The atmo VG30 used in local models is okay too, but the pick of the bunch would be the imported RB20 models, as you can easily upgrade this engine, or replace it with your pick of RB engines later on.

SILVIA/180SX S13 $8000–$18,000

The most popular drift car on the planet. A good LSD won't be too hard to find and the range of suspension and engine upgrades available is almost infinite. These days you can pick up a daggy one quite cheaply. It is worth getting a turbo model, however, so you have enough power straightaway and various other critical components like bigger brakes. The CA turbo is okay if you can't afford an SR, but the SR is perfectly suited to drift.

An S14 is a lot more expensive than an S13 and not really much better, but the 200SX is certainly a good drift machine once you turf the viscous centre and fit a real LSD. If you're cashed-up, the S15 is absolutely perfect, as it combines the virtues of earlier models with a stiffer body shell.

SKYLINE DR30 $7000–$10,000

The old FJ20 turbo Skylines are somewhat laggy, but this could be cured with a more modern turbo such as a GT25. Parts are a little bit rare too, but they are easy to work on and have a real LSD as standard (though it will probably need freshening up). The steering is not rack-and-pinion, so it's a bit vague and slow, but this can be improved too.

SKYLINE R31 $5000–$13,000

Arguably the best beginner's choice in the Skyline range, as parts are cheap and plentiful. You can pick up an import GT-X two-door quite cheaply and work on the RB20, or just start with a local RB30. The local models have a solid rear axle, which is not a problem in terms of handling, but may be tougher to get an LSD diff centre for.

SKYLINE R32 GTS-T $13,000–$20,000

A great drift base, but generally more expensive than an S13 to buy and to modify. Though it lacks low-down torque, the RB20 has proven itself as a very durable engine and easy to modify too. You also have the option of an easy engine swap later. The sedan version makes an interesting alternative drifter too.

CEFIRO A31, LAUREL C31 $10,000–$16,000

If you can find them, these two import sedans make excellent drifters. The suspension is interchangeable with S13 stuff, but they have an RB20 engine. You may need to do a manual transmission swap, however, as most are automatic.

TOYOTA

SPRINTER AE86 $5000–$12,000

Both local and imported Hachi-rokus are getting more expensive. The local version needs a lot more work to drift so bear that in mind when you compare prices. An import may already have good suspension, an LSD and a healthy 4A-GE engine, whereas most local examples have no LSD, drum brakes on the back and a crappy 4A-C engine.

GX81 CHASER/MKII/CRESTA $10,000–$13,000

These are starting to turn up as imports, usually with a 1G-GTE engine. They are very similar to the last of the Cressidas, but unless seriously modified they aren't born drift cars and manual transmission is rare. You really need a 1JZ swap to make them good drifters.

SUPRA MA70, GA70 $8,000–$15,000

The old 1G-GTE imports are lighter and cheaper than the local 7M models, but the 1G is a bit old and fragile with tiny twin ceramic turbos. It is getting a bit harder to source parts for modifying these cars too, as Japanese drivers are only interested in the later 1JZ-engine version.

If you can find one of the rare imported JZA70s (with a 1JZ engine), then this is the pick of the bunch. The older Supra is cheap, but has very few parts available and needs more suspension work.

SOARER GZ20, MZ20 $7,000–$12,000

Probably a better option than the old Supras, as they are usually cheaper and don't have expensive pop-up headlights, but finding a manual example is even harder. Get a 7M turbo if you can, as the extra torque will certainly come in handy.

MAZDA

RX7 SA22C $4000–$9000

The old series I-III RX7 needs some suspension work to make it easier to drift and ideally needs a turbo engine swap too. The steering isn't rack-and-pinion either, so they're not as ideal as they may seem at first, but the potential is there.

RX7 FC3S $9000–$15,000

Local series IV/V RX7s and imported models make great drift cars. The 13B Turbo needs proper maintenance and good cooling to be reliable, but there are plenty of parts available for making an FC into a drifter.

MITSUBISHI

SIGMA 2.6 OR 2.0 TURBO $2000–$8000

A fairly daggy option, but certainly cheap and easy to repair. With some modification, the 2.6 will deliver reasonable power. There are also a few factory and aftermarket turbocharged cars floating around. So long as you can find an LSD, these should make the grade.

STARION $7000–$12,000

The Starion qualifies, as it is rear-wheel-drive and has a 2L turbo engine, but it will be very difficult to get parts for (especially an LSD) and they are becoming more expensive due to rarity. An interesting base, if you are willing to do a lot of modification, though, especially as the Evo engines can be swapped in.

DON'T FORGET THAT A RIGID BODY MAKES DRIFTING MUCH EASIER, SO CORTINAS ARE OUT

COMMODORE V8 (ANY)
$2000–$20,000

Actually quite a good option, as there are heaps of parts readily available, including suspension and LSD. They are a bit heavy, but the torquey and easy-to-modify V8 has no trouble spinning the rear wheels. They are also absurdly cheap to repair. Don't skimp on the suspension and tyres, though.

COMMODORE VL TURBO
$8000–$14,000

Tough to find one that isn't on its last legs, but another good local option with plenty of tuning parts available. DB

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s/n: 4393

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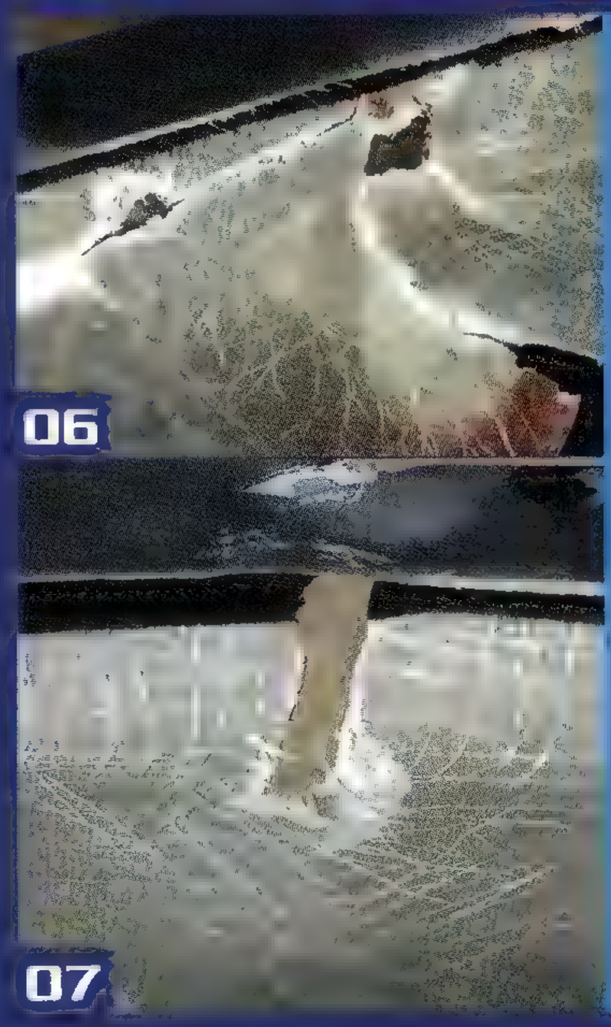
PATCH IT

Bodykits are always getting broken on drift cars, but you can save cash by fixing them yourself

As most 'aero parts' used in Australia are fibreglass, it is possible to carry out simple fibreglass repairs in most cases. Our Silvia's front bumper had several gashes after the Drift Nationals, but nothing that couldn't be fixed. All you need is a fibreglass repair kit (available from a hardware store), some auto body filler (from any car parts shop), some basic tools and sandpaper. The only caveat is that working with fibreglass will make you itchy most of the following day.

STEP 1

Once you have removed the bumper and figured out which bits need repairing, you need to cut away the damaged fibreglass. Anything that has been softened or torn by the impact should be removed, as it will weaken the finished job. On the painted side of the bar, you also need to make sure nothing is sitting higher than it should, or you won't get a smooth finish. A utility knife with snap-off blades is usually the easiest option



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1) After our trip to the Drift Nationals, the front bar had a couple of major gashes on the left side...
2) ...and a chunk missing from the lip
3&4) First you need to trim all of the broken bits back, as they will weaken the repair job
5,6&7) Next scratch some grooves onto the repair area, so the resin has something to grip

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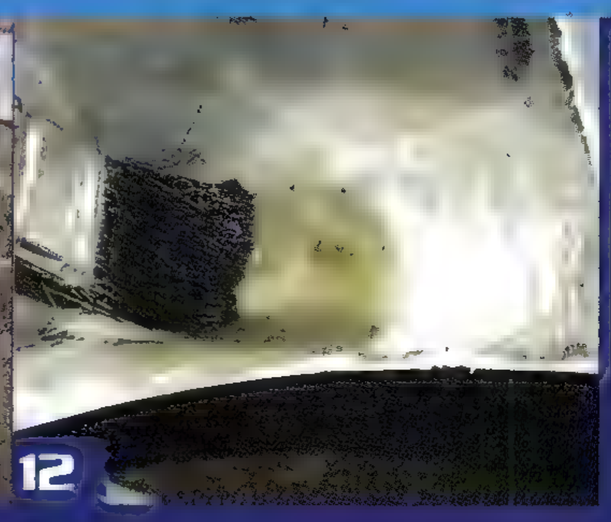
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UP

here. You need to be fairly ruthless, but try not to leave gaps more than 1cm wide.

STEP 2

Having removed all the mangled glass, use the knife to scratch grooves in the fibreglass on the rear surface of the part. This gives the resin something to stick on to.

STEP 3

Cut fibreglass mat into strips that will be easy to work with. You need to have enough ready to lay on before you start, as the resin will go hard quickly.

STEP 4

Mix up the resin and hardener according to the instructions and start laying on fibreglass strips one at a time. Use a paintbrush to apply the resin, working it through the mat so that the whole area is soaked. Use two or three layers of mat for a strong repair job.

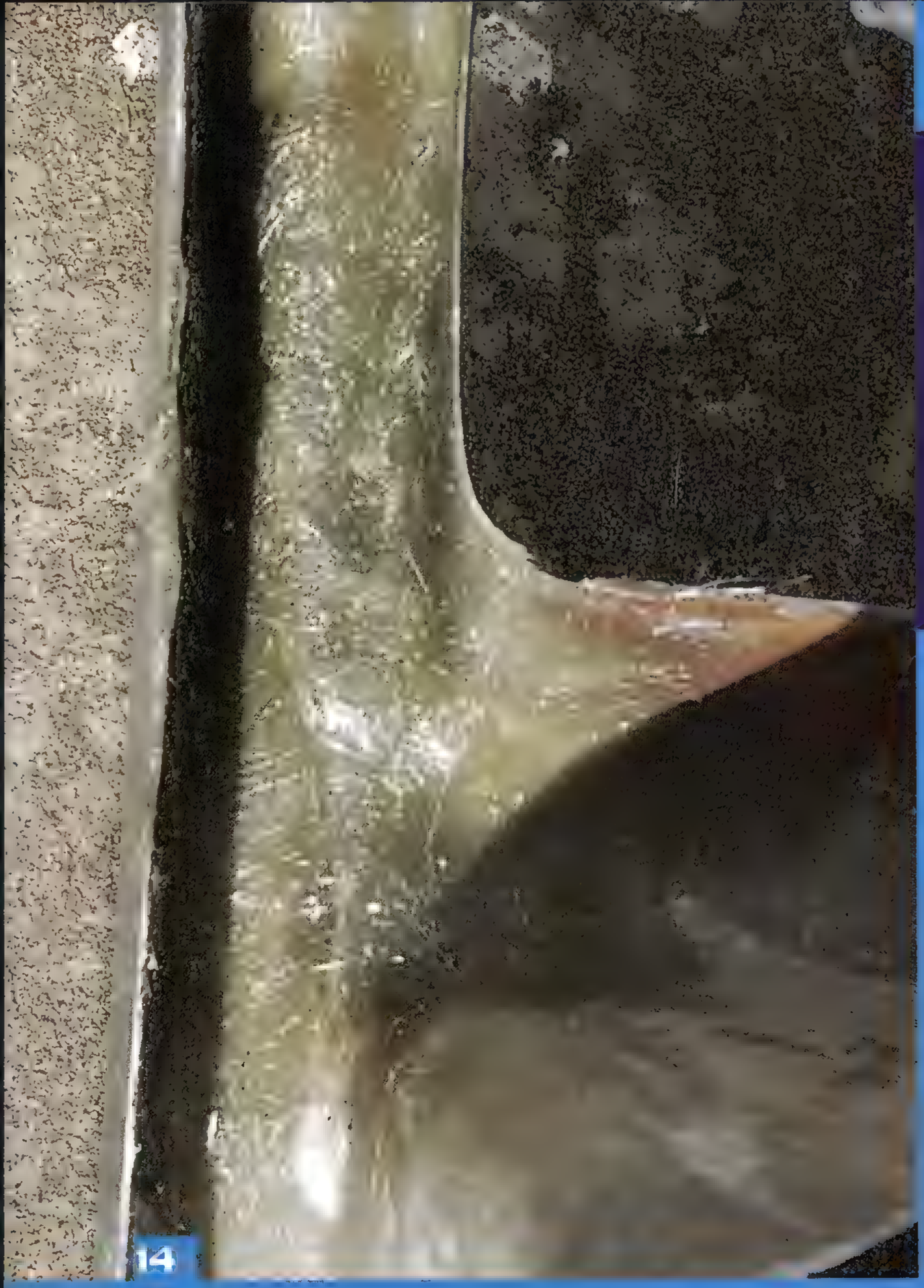
STEP 5

After the resin has set, the part should be structurally sound. Give it a gentle twist to make sure your repair job doesn't fall straight off, then you can start making it look presentable again.

Mix up some body filler and hardener and start applying it to the

13

8) A fibreglass repair kit should include most of these bits
9) Use acetone to clean the repair area
10) Cut strips of fibreglass mat into suitable sizes
11) You should have a variety of fibreglass strips ready to use before you mix the resin up
12) Use a cheap brush to apply resin to the fibreglass, making sure it soaks right through
13) Apply two or three layers of glass matt to the repair area. Don't worry about excess, as this is easily removed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gaps on the front. It helps if you go over the area with rough sandpaper first, so the body filler has something to grip. Don't mix up too much at once as, like the resin, it only gives you a limited time to work before it hardens. Try to create a fairly smooth surface that will be easy to sand back when it hardens. The filler should go over the sides of the repair and sit a couple of millimetres higher than the original surface of the part, so you can sand it back to the original shape without leaving dips.

STEP 6

A small rasp is handy to get the body filler close to the right shape before you start sanding, which you will usually need to do by hand. Use a cork block with curved edges so you don't create new problems. Start coarse and then change to finer sandpaper to get a really smooth finish. If you do a good enough job here, you shouldn't need to use 'high-fill' to get the surface smooth enough to paint.

STEP 7

Unless you have a mate who is a spray painter, the only cheap option here is to buy a spray can that matches your previous paint colour. If you can't get an exact match, just find the closest match you can and put some stickers on so the mismatch will be less obvious.

We were lucky enough to find cheap paint at a hardware store that was a pretty close match for the Silvia. Spray in very light coats to avoid runs and be prepared to do as many as 10 coats for an even finish. One can may not be enough. If you want a glossy finish you will need to spray some clear lacquer too and cut this back, but let's face it, you're only going to break it again later, so why bother?

All up, the repairs to our bar cost less than $50, which is much cheaper than buying a whole new one. Bear in mind, however, that you can't keep repairing indefinitely. The bar will be weaker each time, so sooner or later it will be destroyed completely. DB

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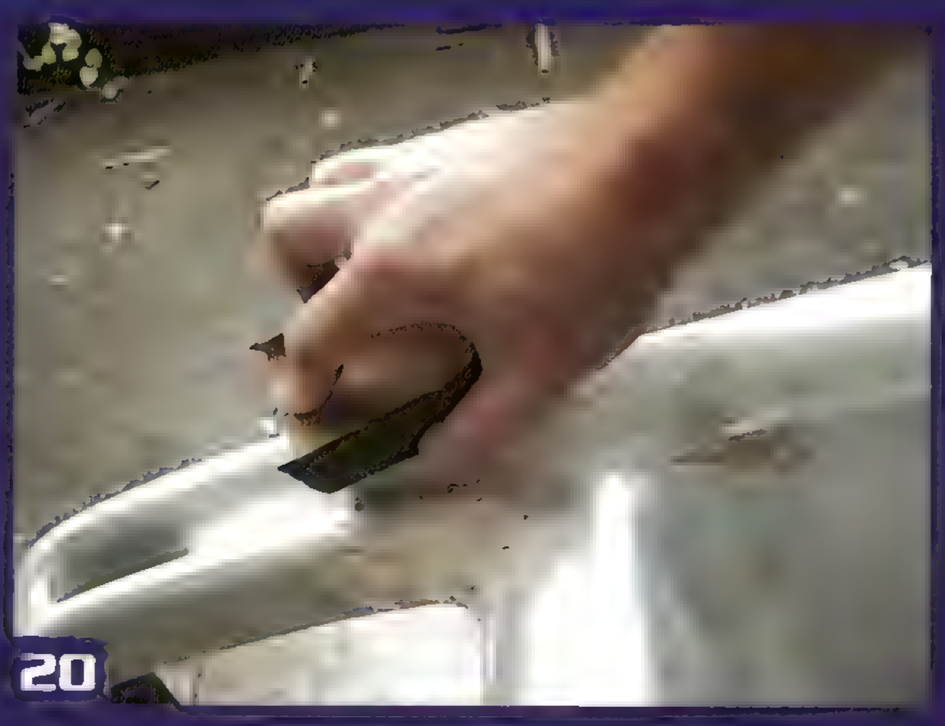
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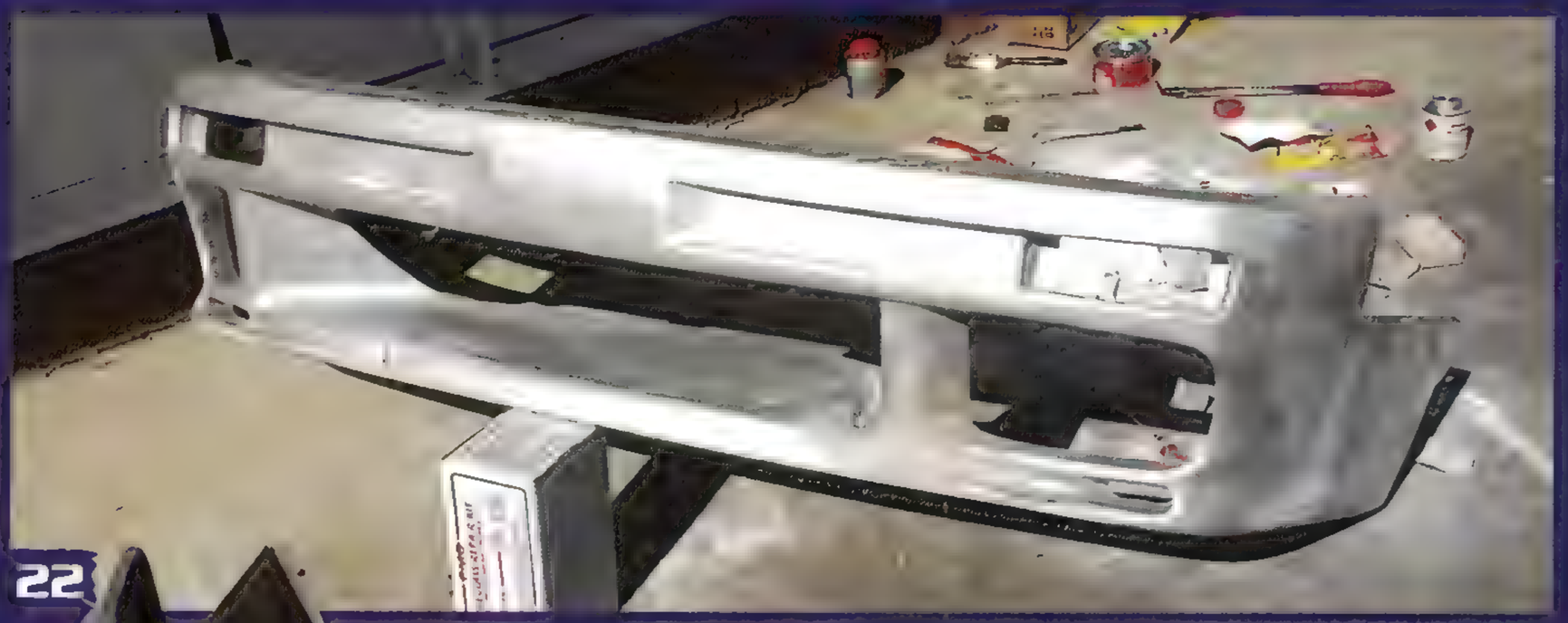
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14) Chopped matt will deform easily to cover complex shapes like this
15) Once the resin has hardened, the bar is structurally sound, but remains fairly ugly
16) Next mix up some body filler to smooth over the repairs. Don't mix too much at once, as it hardens quickly
17) Apply more than you need, so you can sand it back to a smooth surface
18) It speeds things up if you use a rasp to take off the excess
19) You might need a round rasp to work on inner corners
20) A cork block and rough 60-grade sandpaper can be used to get the final shape
21) You may find a few extra dabs of body filler are needed to fill grooves
22) Use fine 220-grit sandpaper to get the repairs really smooth and go lightly over the whole bar to prepare it for painting
23) After a spray-can paint job, the bar is ready to refit. Not quite as good as new, but much cheaper!

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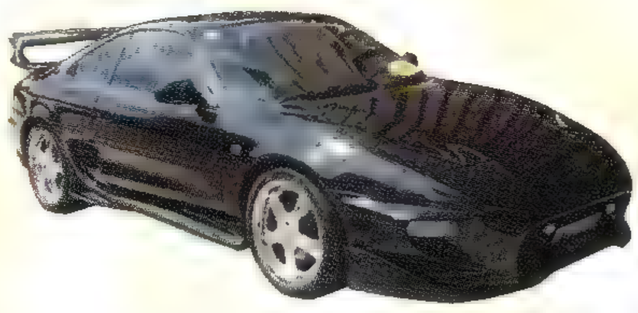

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Grey Area

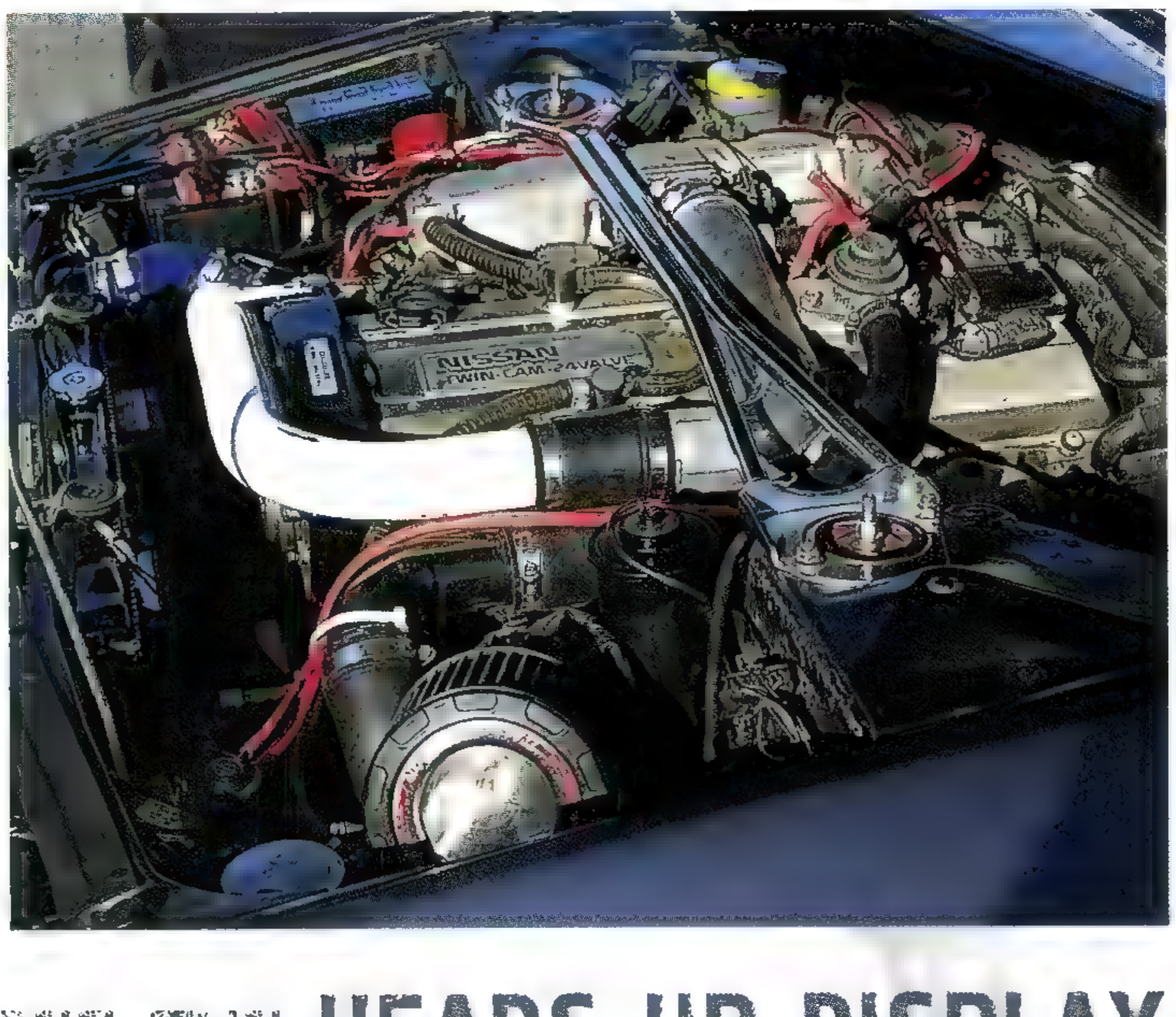
Story and photos by Ben Ellis

Taking a brief glance at this car, you might reasonably assume it is a GT-R, but it is quite a different concoction. Though it has genuine GT-R rear quarters, the base shell is actually an HCR32 (GTS-t type M). The GT-R influences don't stop there, as it has wider front guards with vents behind the wheel arches, which are meant for a GT-R. A standard GT-R front bumper and grille are fitted too, along with the GT-R aluminium bonnet, which has been fitted with a large bonnet vent and V-spec lip above the grille.

The side skirts are based on GT-R items, but are deeper than normal, while the rear wing has been replaced with a high-mount carbon GT wing. A good respray in the factory grey colour makes it all look like it was meant to be. You hardly even notice the aero mirrors, or the thick Trust intercooler hiding under the front bar.

One of the cool things about Japanese drift cars is the unique body modifications they use

ABOVE: All-black carbon rear wing is easy to miss



YOU CAN SEE THE HEADS-UP DISPLAY AND THE SENSOR MOUNTED ON THE SILL BELOW THE DRIVER'S DOOR

The 18x10in front wheels have 225/40 Bridgestones stretched across them, while 17x9.5in Advan model 6 rear wheels have wider 255/40 rubber. Spacers on the rear make the tyres a tighter fit than they normally would be. The use of different wheels front and rear is about the only giveaway that it is a drift car, rather than a typical light-tuned GT-R. To be certain it isn't a GT-R, you have to look under the bonnet.

One thing for sure in Japan is that no-one will swap an RB26 for an RB20. Mind you, this RB20 is more interesting than it looks. Sporting an 81mm over-bore and 73.7mm stroke from a GT-R crank, it is just over 2.2L, which is enough to call it a 2.3. The turbo has been swapped for an HKS GT2535, with an A'PEXi air filter and Z32 airflow meter. An HKS oil cooler kit mounts the oil filter high in the

engine bay, with the element mounted in the driver's side bumper duct. The numberplate has been moved to the passenger side, leaving ample airflow to the Trust intercooler.

An oil catch can is mounted next to the air filter, with red vacuum hoses everywhere and one of the ubiquitous earthing kits snaking cables all over the engine bay. Apart from the bottom-end treatment it's all fairly mild stuff, but the power and torque are ample for drift. One significant upgrade is a change to the R33-version five-speed gearbox, with a super-single clutch. The diff has also been fitted with a Nismo GT-LSD centre.

Suspension is A'PEXi N1 coil-overs, which are a fairly popular choice, offering mono-tube shocks and quite stiff springs, with plenty of rebound adjustment. The tension rods and cradle bushes have been changed too, though the owner wasn't clear about the brands. We couldn't identify the driver's seat either, which is a fairly sketchy old racing bucket, offering better lateral support but a shabbier appearance than the Bride passenger seat. The offset-hub Momo wheel is an odd choice for drift, but perhaps he likes to know when the wheel is straight-ahead.

The main instruments remain standard (almost a surprise, considering all the other GT-R bits). A Blitz boost gauge is mounted on the column, however, with three GReddy gauges in the console. Apart from an array of fan controllers, turbo timers and so on, the car has an HKS circuit attack counter to count laps and lap times. You can see the heads-up display and the sensor mounted on the sill below the driver's door, allowing easy lap-timing at any circuit.

LEFT: Odd-size wheels are the only clue that it's a drift car

ABOVE: Front is similar width to the GT-R, but with deep vents behind the wheels

LEFT: Mmm, sweaty brown velour race bucket... lovely

DORI-SHA

ABOVE: PAL SPEED sticker refers to the owner's preferred breakfast

Recently the owner won a regional drift meet, which was enough to earn an entry into this D1 round at Tsukuba, but on the day he wasn't able to qualify for the elimination rounds. It is just one of many who would seem brilliant in Australia, but is only average at a Japanese D1 round. The moral to this story? Get into drift now, before it gets too hard to stand out from the crowd.

RIGHT: Definitely not a GT-R this RB20 engine does have a GT-R crank, though

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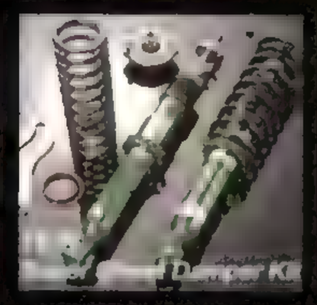
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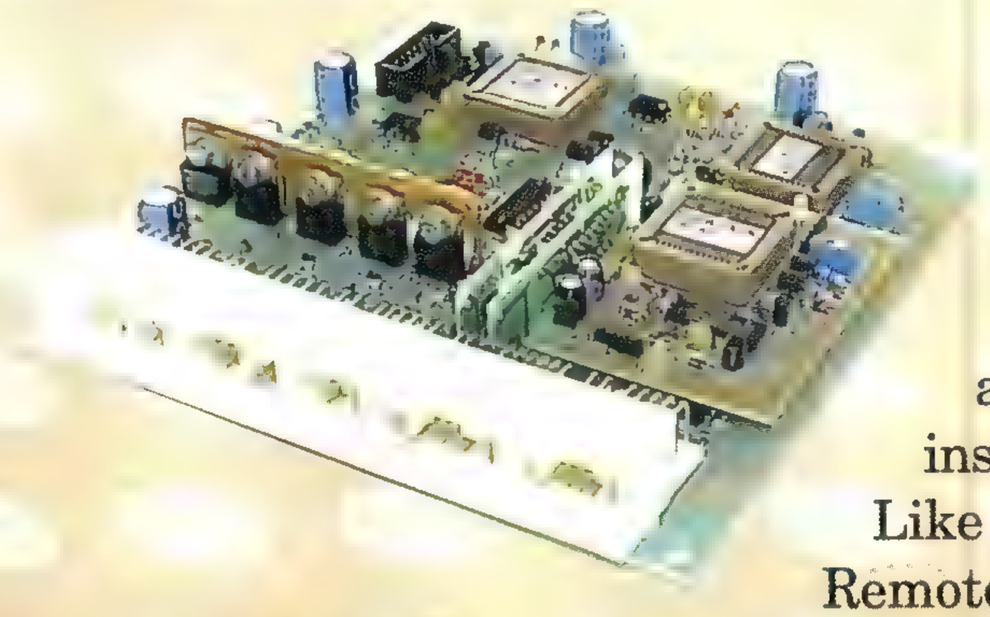

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Story by Martin Donnon

Survival Tactics

Live to drift another day, and make sure your car does too

Cranked hard into a right-hander. The chassis is loaded up, cocked [illegible] and the side is to the [illegible] by a [illegible] and [illegible] but what's the [illegible] for? That's another story altogether. Getting [illegible] the [illegible] and [illegible] and [illegible] are [illegible] on a [illegible]. Problematic and most [illegible] is the [illegible].

Understanding what sort of torque you are putting the car through and how it's going to affect the longevity of the vehicle, is the key to having an enjoyable drift career. With this in mind, we have put together some basic pointers that can protect you from big breakages and make sure you can make it from the start of the day through to the finish.

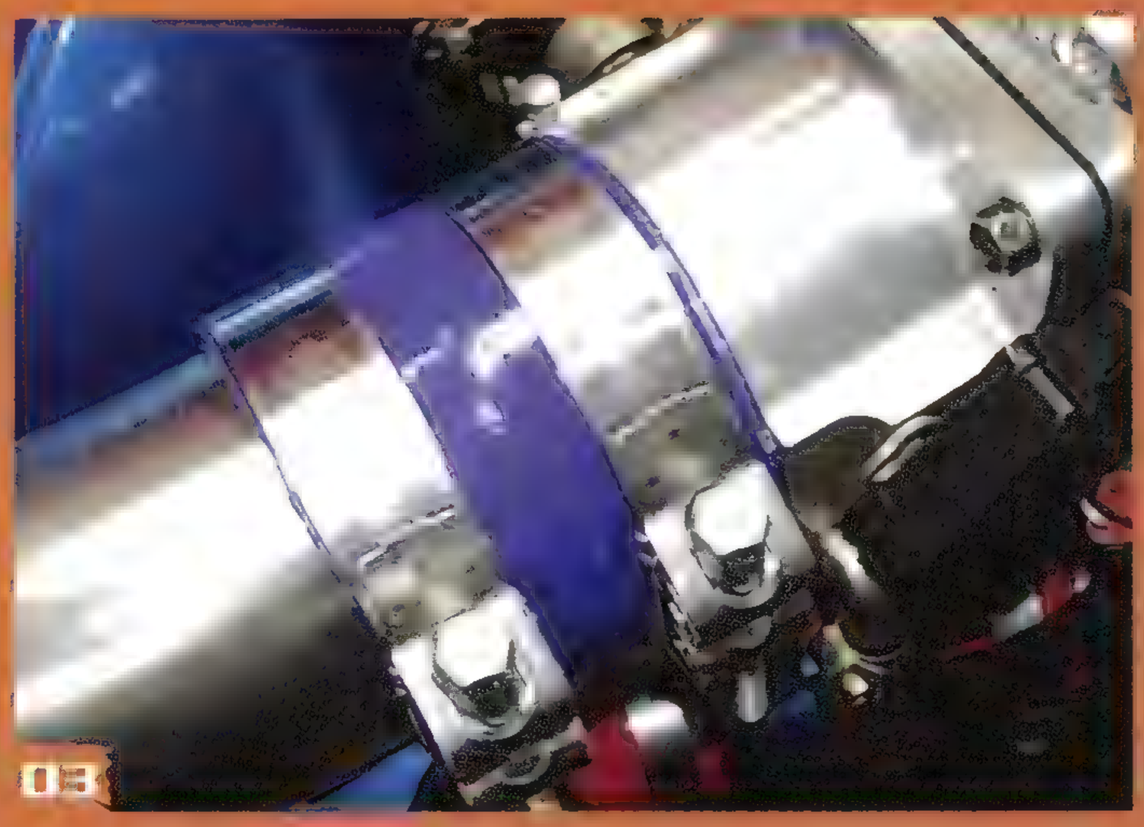
1) This engine bay demonstrates how much effort it may take to avoid temperature problems. The whole exhaust manifold has been wrapped, with orange insulation over the boost control lines and reflective insulation over all lines on the firewall. Also note the insulation cloth on the power steering reservoir and the complex oil breather system

INTERCOOLER HOSES AND CLAMPS

Why do so many drift car tuners get this simple area of basic engineering wrong? I guarantee you that at any drift event you watch, at least one of the competitors will have grief with constantly blowing intercooler hoses off. There are some

EDITOR ELLIS'S OWN SILVIA SHOWED MASSIVE OIL TEMPERATURE RISES AT CALDER PARK, AND THAT'S WITH AN AFTERMARKET ARC OIL COOLER SYSTEM FITTED

02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simple checks to ensure this won't happen to you.

Initially inspect the condition of the clamps. If they are old, skinny, tired-looking things that are bent and twisted, then get some new ones pronto. In many cases, with a hurried intercooler fit these clamps can be dug up out of wrecking yards and screwed into place whether they fit properly or not. A good source for high-quality clamps is a truck-supply store. Turbo trucks are covered in rubber elbows, and generally have plenty of high-quality clamps on them.

Check the condition of the hoses as well. It has been known for rubber radiator hose to be substituted for genuine high-pressure stuff. To be sure, spend the extra bucks on silicon hoses. Then check the general alignment of the metal pipework. If it's skewed or pulled at an odd angle, then this additional tension and pressure will help the pipes blow off under boost and the rocking of the engine on its mounts.

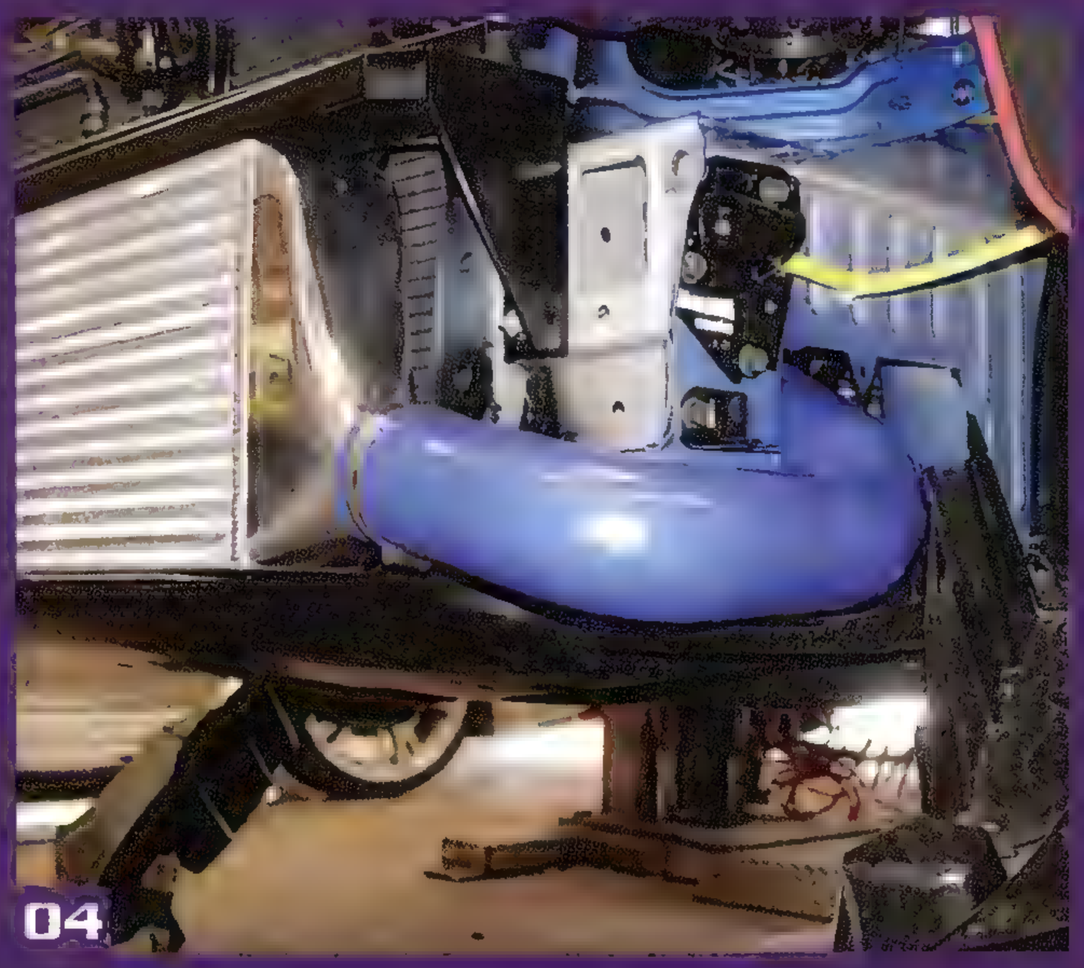
Most intercooler pipes will have some form of metal lip or 'bead' on them to help secure the hose. If yours don't have this, then any competent fabrication shop will be able to weld a lip on for you. As a last check, ensure that the pipework isn't rubbing on the body anywhere. Sharp metal edges can make a meal of a silicon hose quick smart.

2) Wherever pipework runs through the body, have a close look to see that there is no rubbing or scraping going on

3) Good-quality clamps and correctly aligned pipes can make all the difference between blowing hoses and having a good weekend. Pay some attention here

4) Factory radiators struggle to cope with drift loadings, particularly when they have their frontal airflow blocked by a large intercooler core

5) Many D1 drivers are moving their intercoolers away from the front of the car, partly so they will survive a minor shunt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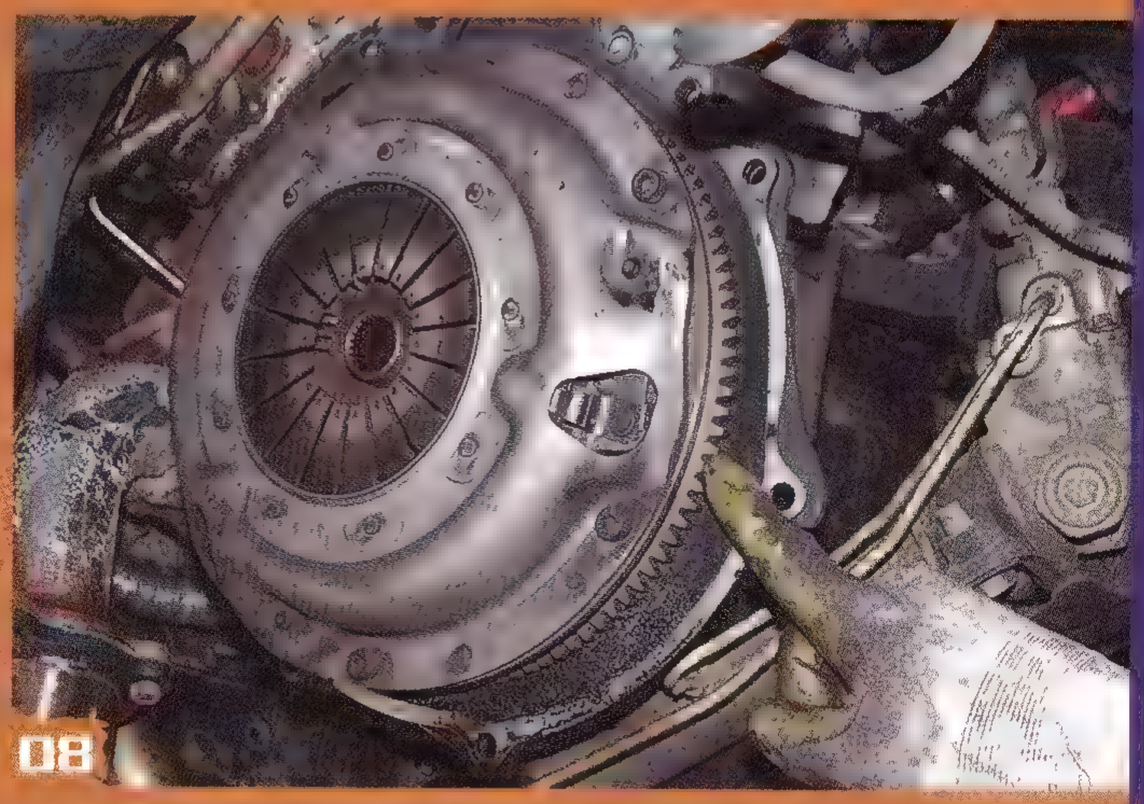
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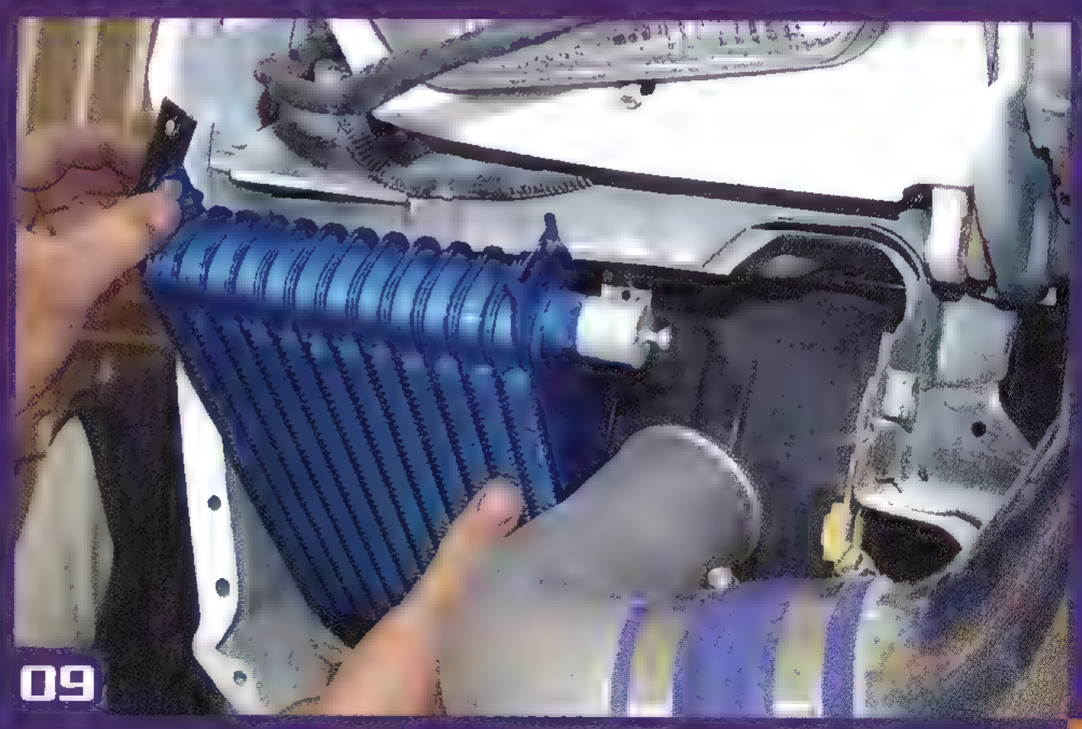
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6) Oil leaking on a turbo may smoke, or burst into flame
7) Running electrical components close to turbochargers can spell disaster in some instances. Turbochargers make a lot of heat and can melt plastic things easily
8) Make sure your clutch is in good order. It doesn't need to be the most expensive heavy-duty piece available, but it must be in good condition
9) Oil cooler cores can be mounted anywhere in the nose of the car where they receive frontal airflow

TEMPERATURE CONTROL

Drifting by nature is very hard on cooling systems. Low frontal air speed and high load puts a lot of temperature into the cooling system. Even the best condition late-model cooling systems in a lightly tuned S15 will struggle under sustained drift, so imagine the effect on an elderly S13 with a partially blocked radiator.

Over the years, dirt can make its way into the radiator fluid, and as it settles it will do so in the radiator tubes, partially blocking them. If you pull your radiator out and have it properly cleaned by a specialist (they remove the tanks and clean each tube individually) you will be surprised how blocked they can get. Figures such as 20–30 percent blocked are not uncommon on some older, poorly maintained drifters.

The best solution is to fit a heavy-duty (additional fluid and cooling capacity) aftermarket radiator. While there are Japanese companies such as Yashio Factory and Koyo that make upgraded cores, there are also plenty of local radiator shops that can fabricate a decent aluminium radiator at a budget price. For serious stuff, consider local manufacturers such as ARE and PWR.

Another temperature overload occurs in the engine oil. Unless you have a gauge, you won't see the oil temperature climb after even a small drift session, and climb it does. Even Editor Ellis's own Silvia showed massive oil temperature rises at Calder Park, and that's with an aftermarket ARC oil cooler system fitted.

The advantage of the cooler, however, was that a single gentle lap of the circuit was enough to drop the temperatures back down to reasonable levels.

Overly hot oil can cause a couple of problems. The first is improper lubrication. Once the oil gets to a temperature at which it begins to break down in construction, it tends to lose its ability to lubricate the bearings. Another problem is that hot oil can tend to overload the water cooling system of the engine even further. If there is no air-to-air oil cooler on the engine, then it's the job of the water cooling system to try and carry away the additional heat.

What's hot and what's not? Look at anything over around 110°C as being a bit too warm, and anything above 120°C as being bloody hot. Getting your hands on an aftermarket engine oil cooler for your drift car shouldn't be too difficult. There are plenty of off-the-shelf complete kits from the big-name suppliers, and if you are good on the tools, you can always make your own. Some high-pressure line, a decent-sized cooling core and an oil filter adapter block are all that's required. These parts can be sourced new from suppliers like Earl's, or if you hunt you can find many of them at wreckers.

FIRE HAZARDS

Another aspect of temperature control that isn't given enough attention here is radiated heat. Turbos and exhaust manifolds get red-hot after only a few laps. If you have hoses or wiring too close to the hot bits, or not properly shielded, it becomes a real fire risk. It isn't hard or expensive to shield these things properly, with either a metal shield or reflective insulation material, so don't risk it.

10

11

12

13

10) Make sure components such as the battery are secured firmly for drift, or the whole thing will slide around
11) Don't stick your head under a car unless it has axle stands. Scissor jacks are not enough
12) Crawl around under your car before drifting, and ensure that all of the suspension mounting points are tight and free from damage
13) Oil cooler cores, even small ones, can make all the difference. Excessive oil temperature firstly degrades the lubricating qualities of the engine, and then puts additional heat into the water cooling system

Also, pay some attention to your oil breather. If you have a catch can, make sure it won't overflow and spray oil on the manifold, as this is just about guaranteed to start a fire. Even engines that have minimal blow-by on the road will start to pump out oil when thrashed, so don't expect a little 500ml can to do the job. Keep an eye on the oil levels in the sump too, as you can't afford to be low when the oil is sloshing over to one side of the sump on every corner.

If you have attended to these matters already, it is still strongly recommended to mount a fire extinguisher securely in the car.

CLUTCH

This is the single most abused component in any drift car. It's the clutch plate, or the dumping of it to be more precise, that is often used to help get a car sideways, or maintain wheelspin during a full power up-shift. The clutch cops a pounding in a drift application, and should be carefully maintained to ensure it won't let you down at an event.

The rule of thumb is a simple one. If you have any sign of clutch slip on the street, then you have no chance at a drift event. Figure that the thermal load on the clutch will rise about 100 percent under sustained thrashing of drift, and then figure that a marginal clutch simply won't cope. Other telltale signs of a dodgy clutch are a pedal that engages too high on the release (towards the top of the pedal's throw), and a spongy pedal feel.

Adjusting the height of the pedal to give an engagement point close to the middle of its release won't help, as it does nothing to improve the way the clutch operates down inside the gearbox. You don't need a massive multi-plate clutch to get the best out of your drift car, but you do need a clutch that has been correctly installed and is in good condition. A metal-compound clutch plate will also handle high-temperature operation better than the organic types. If you have any reservations then get your clutch checked out by a pro.

LOOSE STUFF

Although drift cars are supposed to slide around the track rather than grip the surface, there will be a fair amount of lateral G loading placed on the car, making stuff that would normally otherwise sit still, slide around. That goes for everything from poorly mounted batteries, through to the spare wheel in the boot.

Spend some time spanner-checking everything within reach, from the front of the car to the back, and tighten any component that even begins to look suspect.

Seats are another area of maximum drift stress, with your body putting big loadings on the sides of the seat. Loose or cross-threaded bolts in the seat mounts, or general slop in the frame of the seat, can amplify themselves tenfold once you are crossed up into a corner. Not a nice feeling, but, more importantly, it makes your job of controlling the car much more difficult.

Another thing to look out for is the general tension of suspension components. With lots of side load being generated through the suspension mounts, it's only natural that after a few drift sessions the parts such as strut tops, shock mounts and control arms begin to work themselves loose.

Go over your drift car before every event or practice round and spanner-check every major suspension component you can get your hands on. DB

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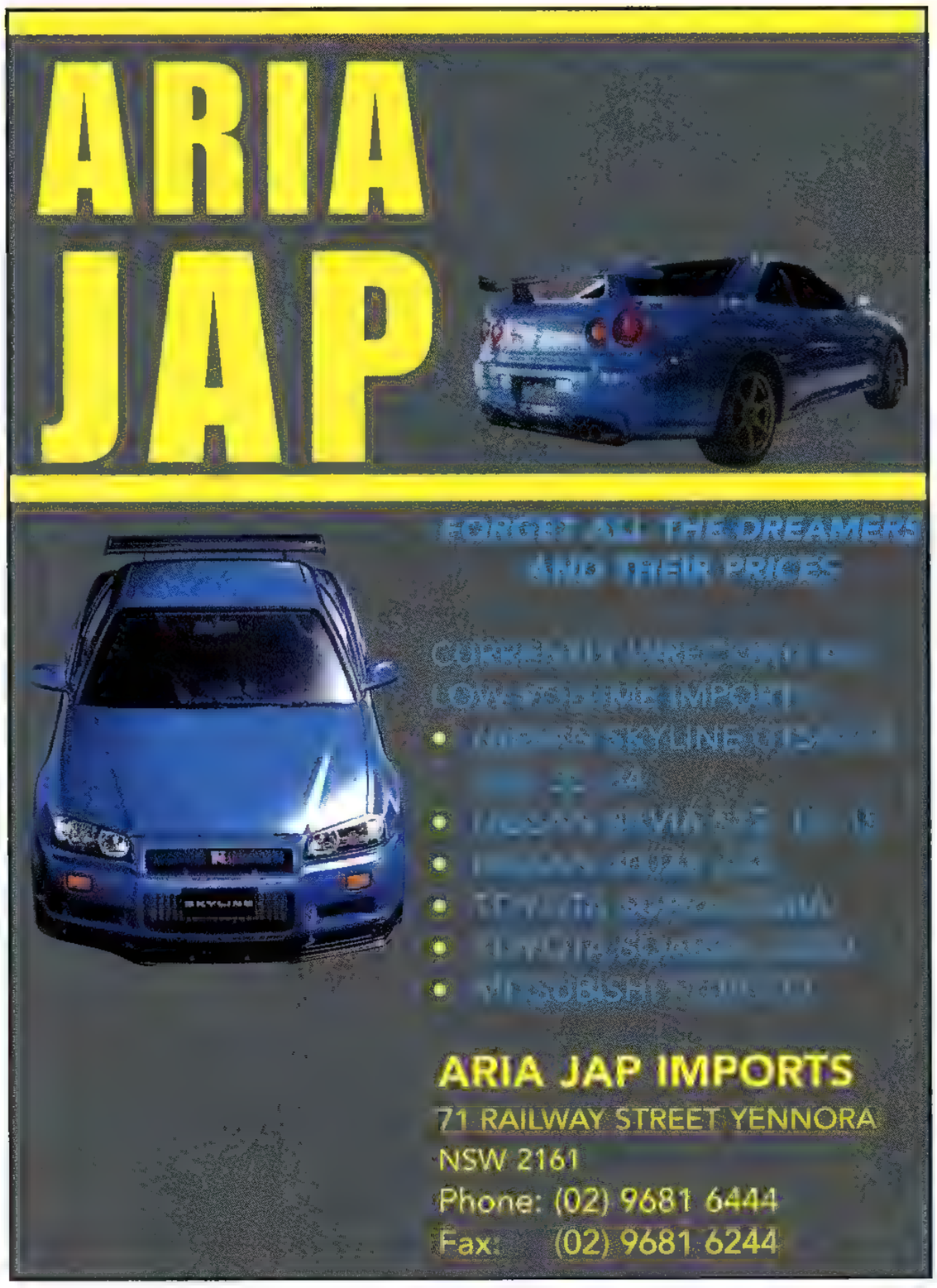

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DB letters

If you have a drift-related question, we can answer it! Try to keep it clear and to the point, and we'll try to do the same. Send your email to ben@hpi.com.au and it should wind up on these pages. If possible, we will also respond directly to your email.

DEAR DB,

I have watched most of the HPI videos and the Drift Bible DVD. I think my car (S14 200SX) is up to it, but I want to get more practice in. Apart from Oran Park practice days like the Skyline Club organises, is there anywhere in Sydney I can practice?

Aaron Peters
NSW

Firstly, get onto initial drift so you don't miss any of their events. You can also look at joining other car clubs that are willing to let you practice drift at their track days.

One problem with practicing drift is you spend a lot of time off the track, which drags dirt and muck back onto the track. With minimal course staff at a typical practice day, you might find you're not too popular with the other members.

The best way around this would be to start your own drift club (after all, there are hundreds of clubs in Japan), so your club members can hire Oran Park or Wakefield Park (Eastern Creek may be too pricey) and run your own practice days.

Some of the larger outdoor kart tracks may also be amenable to the idea. Closed roads used for hill climbs can also make good 'tou-ge' practice courses. CAMS recognises drift as a legitimate form of motorsport, so you should be able to affiliate your club and get the usual liability insurance cover.

DEAR DB,

I have a 1982 Gemini with lowered suspension and some mild engine mods. Can I use this car for drift? I have seen some videos of Geminis drifting in Japan and there was one at the HPI Drift Nationals too. What do I need to do to drift my car?

Brad Dawes
VIC

There are three hurdles with the Gemini when it comes to drift. One is the rear suspension, which has fairly strange geometry, especially when lowered. Talk to a specialist like Whiteline to sort out the best drift suspension package.

A limited-slip diff will be the next problem, as there is not much available for the Gemini (most people seem to go for lockers, which aren't legal on the street). You may need to get some custom work done to do this properly.

The third is simply getting enough power. The old 1.6 is no ball of fire, but there are plenty of engine swaps to consider such as the Rodeo 2.6 or Piazza 2.0 turbo. The car at the Drift Nationals actually had an RB30, but this is far from a simple conversion. The good thing is that being so popular, it isn't hard to find hot-up bits for the Gem.

DEAR DB,

I'm relatively new to drifting, but after watching several DVDs and reading about it in magazines, I've decided to take the plunge and buy a new car and set it up for drift.

I currently own a four-door Honda Accord, which I don't think is suitable for drift. What are my options? Does the car need to be turbocharged and have lots of power (I'm only 22)? My budget is around $13,000 including modifications. Thanks for your help.

Michael
WA

The 'Driftable' story in this issue should give you a good idea of what's available. We'd recommend only spending about $8000 on the car, leaving $5000 to cover some engine, driveline and suspension mods. Something like a Z31 300ZX or MZ20 Soarer might be the go, unless you can find a cheap S13 that will fit the bill.

DEAR DB,

A few weeks ago, I went along to watch a drift event at Oran Park. While it was nowhere near as good as the Japanese stuff I have seen, it was good to see a bunch of Aussie cars giving it a go.

As I have no real experience at drifting (I don't think oversteering out of the Macca's car park counts), I was wondering if you could explain the differences between oversteer and proper drifting. I assume there is more to it than just provoking oversteer in a rear-wheel drive car.

P Walsh
NSW

Drifting is certainly a lot more than just oversteer. It doesn't take much to control oversteer as you exit a corner, but the skill of drifting involves controlling a sideways car through the entire corner, from the entry (or even well before in some cases) through the apex and on to the next corner.

Doing this fast, clean and linking the slide into the next corner is what makes you a drifter, rather than just some guy getting a bit sideways. At a judged level, style, tyre smoke and car angle will also come into play, as you may have noticed at the event you attended. Of course, the most challenging drift is two-car battles, where you have to do all of the above better than your opponent.

CLOSED ROADS USED FOR HILL CLIMBS CAN ALSO MAKE GOOD 'TOU-GE' PRACTICE COURSES

DB letters

DEAR DB,

Can you tell me how the scoring system works at competition drift events? I know two cars drift at the same time, but how is their drifting graded?

And why does one car start in front of the other, then vice versa? Is there an advantage to starting first? Is the scoring system different in each country – ie, USA, Japan and Australia?

JB
Email

We'll be running a story on this subject in the next issue of DB, so please wait for that issue and get the full answer.

DEAR DB,

I was stoked to hear there is finally an Australian drift mag! I'm interested in setting up my car for drift, however, it's a N14 Pulsar with an SR20DET conversion.

I was wondering if it is possible to convert it to RWD from FWD and make it drift. If this is possible, what other parts would I need to convert my car into a drift weapon?

Drift Stooge
Email

It is possible to set up a FWD for drift, but it is a little-known art in Australia and you may be the only one out there. As for making your car RWD, the best advice we can give is sell it and buy an S13 instead. It really isn't worth the hassle to make a Pulsar RWD and the chassis balance wouldn't be great in the end anyway.

DEAR DB,

As a diehard drift fanatic, I was wondering if you knew how drift began in the early days. Was it just a couple of car fanatics that could control oversteer very well?

Drifty
Email

Most people credit Tsuchiya Keiichi with starting the drift craze. Though he was drifting as early as the mid-'80s, it didn't become a serious sport until the early '90s, when Best Motoring and Hot Version videos started to show drift and drift techniques. The techniques are really borrowed from rally, though, so various Swedish rally drivers may also deserve a mention.

The sport grew in Japan on the street before organised events really got going. Car clubs would head to the remote mountain passes to practice driving sideways, often with unfortunate results.

As serious events got going in the early '90s, various magazines sprang up in Japan, such as Drift Tengoku, Young Version and Battle Magazine. This is when people such as Nomura Ken came into the limelight, showing more skill and flair than most.

D1 didn't get going until 1998, with the first season having only a few rounds and less than 25 entries. Now it is expected that D1 will be an international series within the next two years, with events all over the globe. An Australian round is expected as early as 2005.

DEAR DB,

I just had my car serviced and my mechanic said the shock absorbers in my Series IV RX7 need replacing. Being an import I was lucky enough to score some aftermarket Teins when I bought it.

After ringing around various parts shops, the cost of purchasing new Tein coil-overs is way out of my budget. What I want to know is can my Teins be overhauled by a suspension specialist, or can you buy new parts for them? Although I can't afford new ones, I really like the adjustability that they provide. Please help!

James Spry
Email

Most Teins can be rebuilt. Many suspension shops can send them away to be rebuilt locally, at less than half the cost of a new set, but it will depend how bad they are.

If the hardened surface of the pushrod has worn through, then they may be basket cases. Often the 'pillow ball' strut tops are worn out too, which will make them rattle. The springs should also be checked to ensure they have the right tension.

If too many parts are worn out, they aren't worth repairing, but if it is just a matter of new seals then a good suspension shop should be able to help.

DEAR DB,

I am currently building a drift car and was after some advice. The car in question is an S13 Silvia with an SR20DET, S15 turbo upgrade, Power FC computer, front-mount intercooler, 3in exhaust, engine oil cooler et cetera.

My only problem is sorting out the suspension bushes. Having forked out the necessary money for some HKS coil-overs, I can't decide on what bushes to use. What do you recommend? The car will still be registered, but I plan to spend most of my time on the track, so comfort is not really a consideration. I have also heard about these things called pineapples. What are they, where do they go and do I need them on my Drift demon?

Drift God
Email

There are a number of bushes that can be changed on an S13 to improve drift control. In the rear end, you can use urethane lock bushes or 'pineapples' on the suspension cradle to remove any passive rear steering effect. The multi-link bushes can also be replaced with urethane. Some companies like Whiteline offer offset bushes so you can adjust camber settings too.

On the front you should at least fit urethane bushes to the radius rods. An offset bush here will also allow you to increase caster. Again, Whiteline is a good source for both the parts and the set-up expertise. DB

THE TECHNIQUES ARE REALLY BORROWED FROM RALLY, THOUGH, SO VARIOUS SWEDISH RALLY DRIVERS MAY ALSO DESERVE A MENTION

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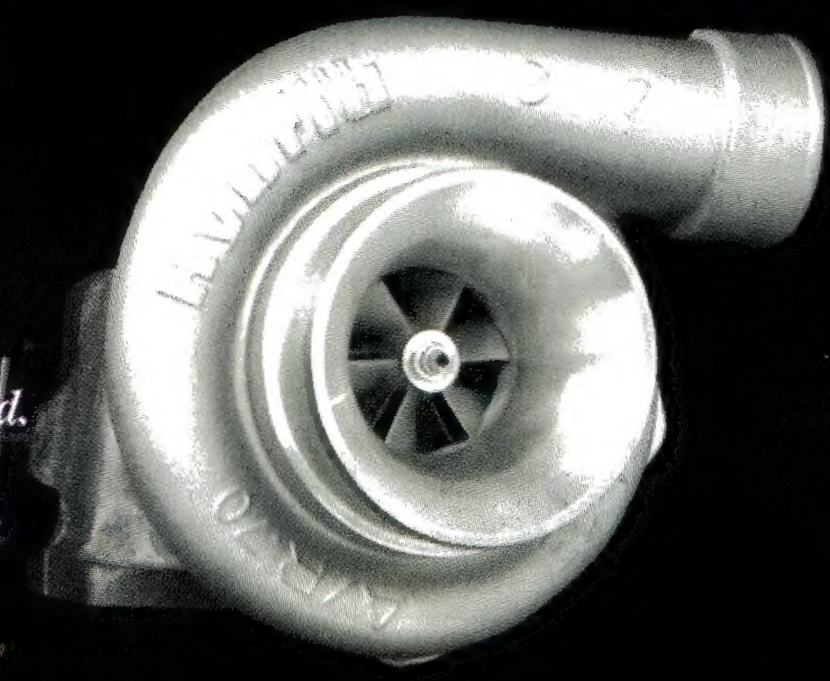

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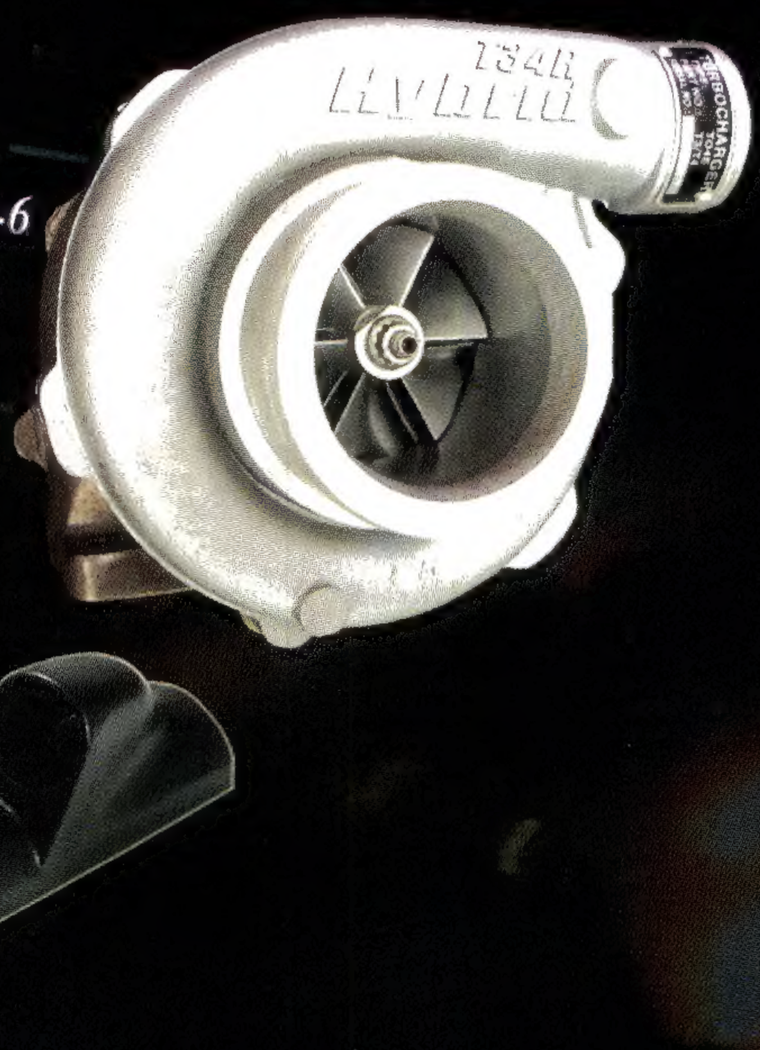

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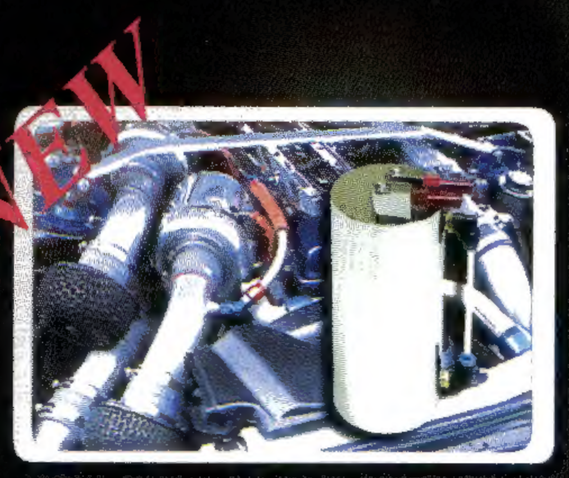

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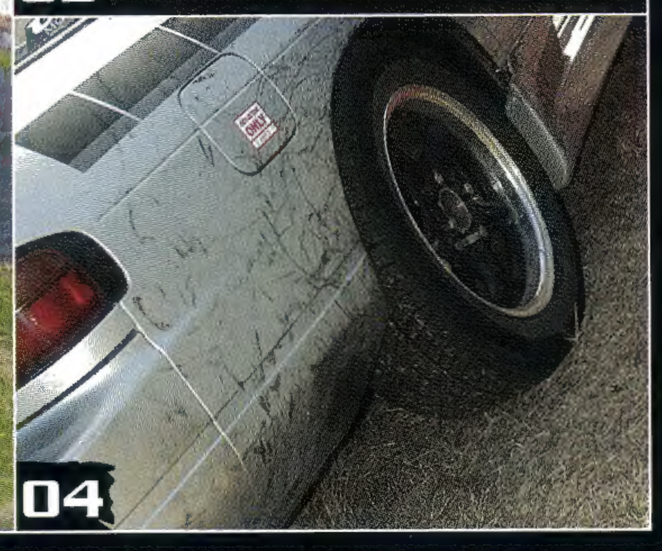
DB damage

01

To get this column going, here's a review of the damage suffered by various cars at the Drift Nationals. Damage is an inevitable result of drift. Even the best D1 cars hit something eventually. We've heard that Taniguchi belted the HKS S15 into the wall in LA at the end of the event . . . could be just a rumour. So, rather than being embarrassed about damaging your car, be proud! Wear the rubs as a badge of honour. Better yet, send us some photos. You can email them to ben@hpi.com.au

02

03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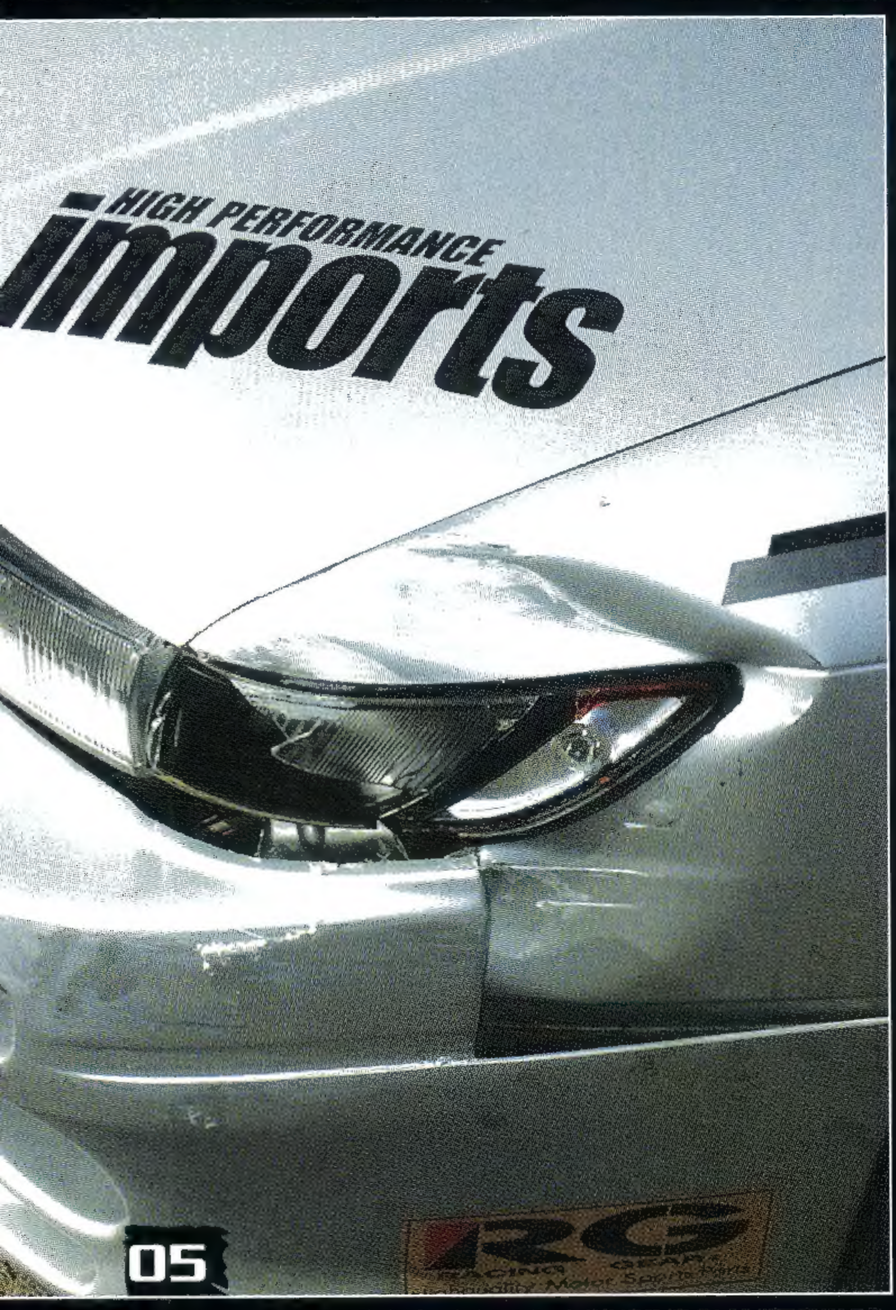

05

06

07

1) Peter Carruthers managed to hit the wall almost square-on. Here you can see a marshall disconnecting the battery. Hopefully the shell is still salvageable – perhaps a front cut is in order

2) The rear guard of Danny's S13 actually split with the impact

3) This is where the HPI Silvia nudged the BMT 180SX. Totani got some laughs when he tried to kick the dent out with his foot. The sticker on the bumper gives a good clue to who will be fixing it properly

4) When the first tyre let go on the HPI Silvia, the belts hit the guard hard enough to bash the panel in. This sort of damage is easily hidden by a rear skirt or full bumper swap

5) The HPI Silvia is in need of a guard and indicator. The front bumper was salvageable with some DIY repairs (see page 76). We'll show how this is done next issue

6) Halfway through the day the clutch pedal went to the floor. It turns out that the clutch was fitted with the wrong bearing carrier, so the fork had slipped right off it

7) Darren's boot still looks okay, but there's plenty of work needed here. The stickers were actually added later

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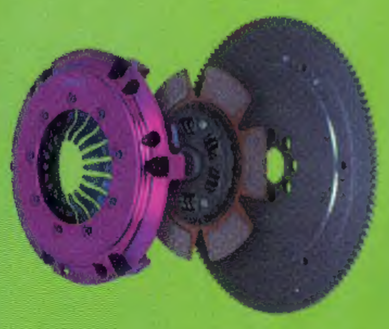
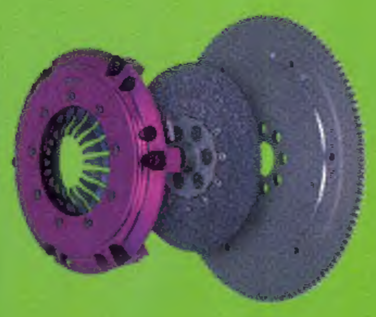
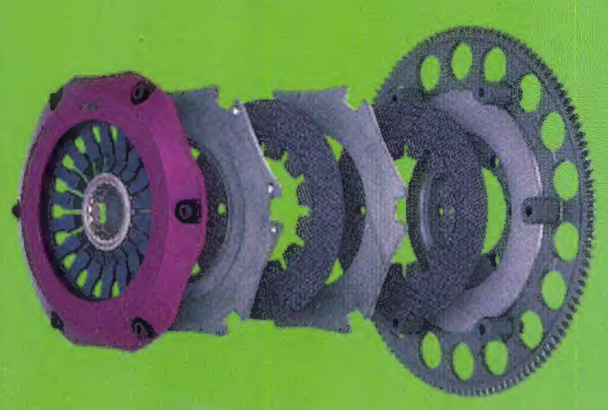


HYPER SINGLE PLATE CLUTCH



HYPER CarbonSeries SINGLE PLATE CLUTCH



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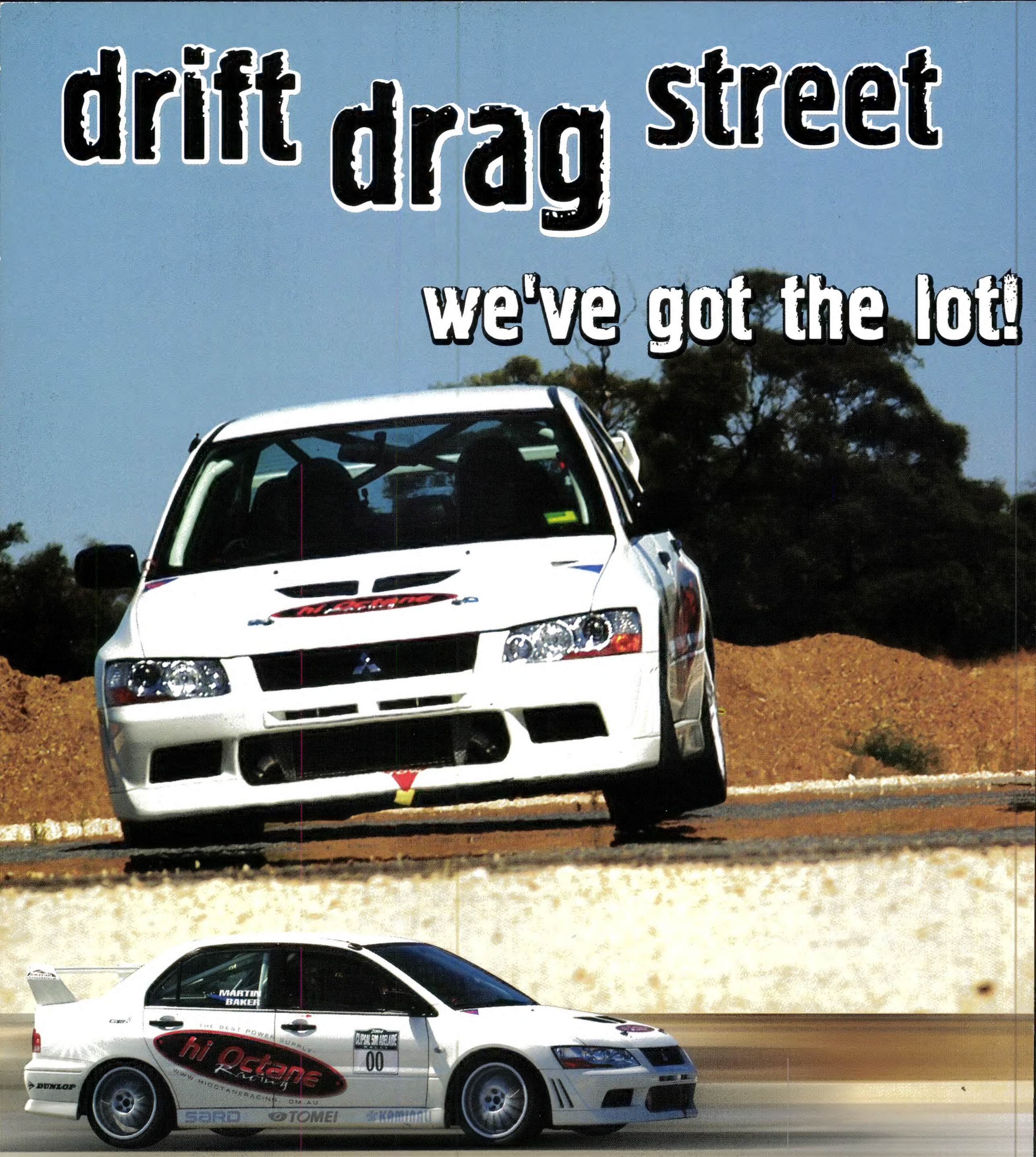
drift drag street

we've got the lot!



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